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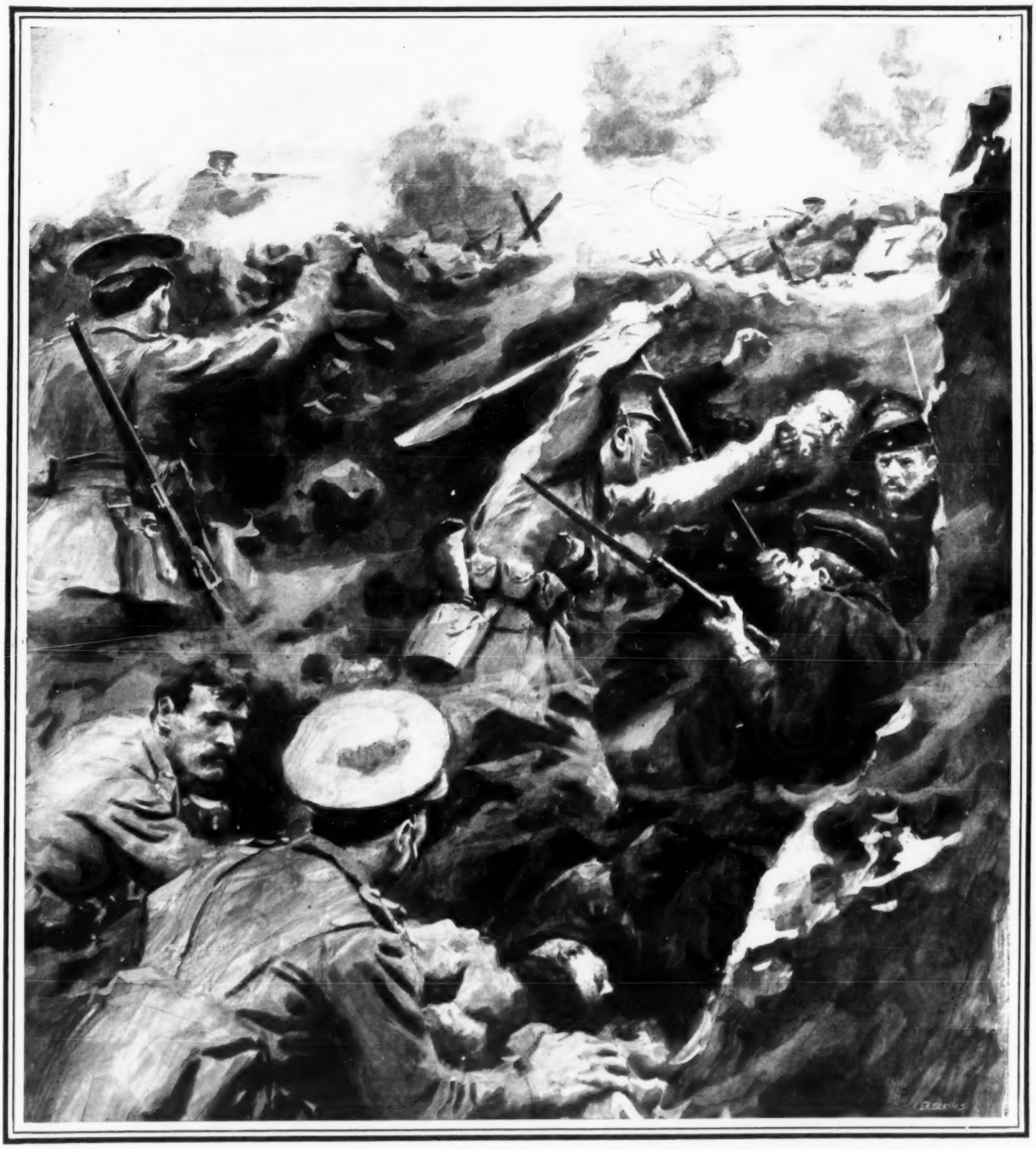

LIEUTENANT MILLER, OF THE KING'S (LIVERPOOL REGIMENT), DRIVING BACK GERMANS WITH A SPADE AFTER BREAKING TWO RIFLES ON THEM: A DESPERATE HAND-TO-HAND ENCOUNTER IN A COMMUNICATION-TRENCH AT GIVENCHY.

The attack by the King's (Liverpool Regiment) on the German trenches at Givenchy took place on the same day as the battle of Neuve Chapelle, and though some miles away, was practically part of the same action. When the third platoon of the left section of the attack found they were confronted by certain death—the first two having been wiped out on the wire by the German fire—all that was left of them—from fifteen to twenty men—instead of returning, took cover in a small communication-trench close up to the German position, and from its cover fired and threw their bombs. The Germans sallied down the trench from their main trench, whereupon Lieut. Miller—in command of the platoon—attacked the foremost German furiously with his clubbed rifle. Owing to the narrowness of the trench, only one man could attack at a time, so the Germans rather hampered one another. Lieut. Miller, with berserker courage, drove them gradually back—breaking two rifles, and finishing up with a spade; in the meantime his men were tearing down the top of the trench and making a barricade. When it was nearly complete, Lieut. Miller, who was wounded in the leg, drove the Germans up to their own trench, and then climbed back amongst his men. The gallant company stayed here until darkness fell, and then retired, repulsed, but covered with glory!

DRAWN BY A. C. MICHAEL FROM MATERIAL SUPPLIED BY AN OFFICER PRESENT AT THE ACTION.—[COPYRIGHTED IN THE UNITED STATES AND CANADA.]

"OUR NOTE-BOOK."

Owing to the continued illness of Mr. G. K. Chesterton, we are compelled to omit "Our Note Book." We trust that Mr. Chesterton will be well enough to resume it before long.

THE PLAYHOUSES.

"ROSY RAPTURE," AT THE DUKE OF YORK'S.

NOT even the brilliant talents of a Barrie can convert a revue into something else than its inconsequent self, nor does the atmosphere of home and baby which he affects in his example harmonise too well with the machinery of burlesque, wild dancing, and beauty-chorus. The material in which an artist works cannot but influence his art, and so, notwithstanding the piquancy of a combination of Sir J. M. Barrie as author and Gaby Deslys as actress, with its consequence of this embodiment of gaiety being involved in scenes of domestic sentiment, we hardly get the best sort of satire or the prettiest fancy of which our English Puck is capable under these conditions. His travesty is devoted to stage devices and stage fashions which are already rather démodés, and which soon exhaust their humorous possibilities. Skits on the problem play and the triangle of sex, on stage husbands who hide in wardrobes, and heroines of melodrama who shiver in the snow, are a bit old-fashioned nowadays; and the Barrie travesties of "David Copperfield" and Sir Herbert Tree are no better and no less superficial than average burlesques in revues. The best thing in "Rosy Rapture" is the little episode in which Mlle. Deslys as French peasant girl and Mr. Jack Norworth as English Tommy make love with the help of a phrase-book and with Lord Kitchener's homily to soldiers in mind, and give us also a new version of "Sally in Our Alley"; that is the daintiest of ideas—Barrie at his best. No less happy is the set of moving pictures describing the adventures of the baby in his perambulator discovering for his actress mother "how to be happy though at home." There are songs and dances and jokes to be sure, and a beauty-chorus which is beautiful, and "Gaby" herself is delightfully vivacious, and Mr. Norworth has a tongue-twisting ditty, and Mr. Eric Lewis is fine fun as a butler urging the chorus to fling themselves into a polka—in fact, it would be quite a good revue if we had not expected something so superlatively good from a Barrie revue. A clever little one-act play of Sir James's showing a father's regret that he cannot wear the khaki his son assumes, and beautifully acted by Mr. O. B. Clarence as the father, precedes "Rosy Rapture." It is called "The New Word," and as a recruiting appeal it should be irresistible.

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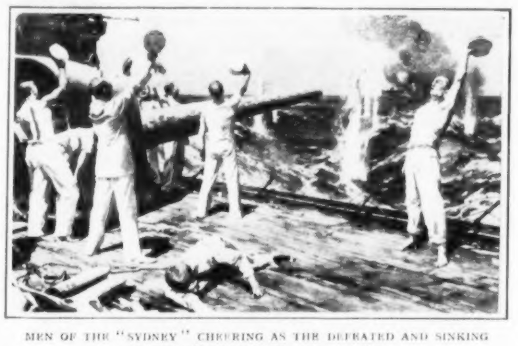

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KING ALBERT—AND FRIEDRICH NIETZSCHE.

"Fighting with King Albert." As a contribution to the literature of the war, "Fighting with King Albert" (Hodder and Stoughton) has a value for what it says and also for the way in which it says it. The author, Capitaine Gabriel de Libert de Flemalle, has for many years, through the amputation of a leg, been incapacitated from active service, and the modest and at the same time proud record in his volume celebrates deeds of Belgian arms in which, as he laments, he was unable to take a share. But there is something very touching in his identification of himself with his old and new comrades, of whose spirit and preparedness his functions in the war gave him opportunities of judging; and extremely engaging, also, is his frank acceptance as their right of the enthusiasm and admiration with which their extraordinarily effective as well as gallant stand has been received by a world that, he suggests, was surprised by nothing so much as that Belgium should make a stand at all. What has to be borne in mind, the author says excellently in his own English—for this is not a translated work—is that the Belgian Army was the army in time of peace of a nation solicitous for its quiet material prosperity and convinced of the inviolability of treaties, and that it had, nevertheless, with admirable zeal, been preparing for what it considered an improbable war. He does not leave out of his book the valour of his comrades, which cannot be kept out of the story to which it is devoted. We follow again, and with fresh light, in his pages the gallant incidents of Visé and Liège and Namur, which already seem so far off. But as a good soldier, with proper professional pride, Captain de Libert de Flemalle is chiefly concerned to demonstrate the efficiency of the Belgian Army, of the fashioning of which he gives us, accordingly, a simple, clear, and sympathetic statement, pointing out just what was the strength and what the weakness of the instrument that temporarily held up the enemy while the more massive force of its Allies was gathering to stop the inevitable rush to France. Not the least significant thing about this section of his work is the assurance with which he writes of the Belgian Army as an effective force still, which will take its place with the armies of England and France and sweep the invader from Belgian soil. We commend these pages, therefore, as presenting a fresh phase of the violation of neutrality which cannot be too constantly impressed upon the memory of all civilised countries. Germany's exploitation of Belgium at this moment is based on a cynical calculation of the likelihood of its being overlooked in the later events of the war. There are not wanting reminders among ourselves of how short memories can be about it, and the signs are numerous among the neutrals of their forgetfulness that but for the grace of God they would be where Belgium is.

"The Lonely Nietzsche." It will be remembered that the first chapters of a biography of Friedrich Nietzsche were published a year or two ago under the title "The Young Nietzsche." The author was his sister, Frau Förster, whose work is now completed by another volume entitled "The Lonely Nietzsche" (Heinemann). There may be more to come in the future from the same pen, but it will be supplementary, and hardly essential to our knowledge of the dead philosopher. The first of Frau Förster's volumes was translated by A. M. Ludovici, the second by Paul V. Cohn; each has some excellent illustrations. One turns from perusal of "The Lonely Nietzsche" with a certain feeling of regret. It provides both the man and his devoted biographer with countless opportunities for involuntary and damaging self-revelation, and every chance is taken. Frau Förster's love for her brother recalls the affection of Charles for Mary Lamb; but, unfortunately, it leads her to attack those with whom the philosopher quarrelled. They are all wrong, says the sister; it is because of their abominations that Nietzsche, despite his supreme capacity for friendship, went well-nigh friendless to the grave. To demonstrate the truth of her case, she advances evidence, the *ipsissima verba* of her brother, and they disprove it in nearly every particular. Nietzsche was not quite in his right mind for many years before his death, and the price of his friendship must have been beyond the means of most. There is something profoundly impressive in the sister's admiration for a brother who treated her at times with scant consideration. She saw a man of genius, persecuted and misunderstood, alone among all beholders; she cannot see the clay feet of her idol. Yet for all his shortcomings, and they were many, it must be admitted that Nietzsche strove to serve the world, that he made few concessions, that he was faithful to his beliefs. There was a touch of colossal conceit about the man who hoped to storm single-handed the citadel of Christianity and plant the flag of the new paganism upon its summit. Had he been quite sane he would have taken, in the light of his own capacity, a juster measure of the task. It is hard to understand the man who quarrelled with Wagner because he suspected the composer of wishing to bring a new Christianity to blossom from Bayreuth through the medium of "Parsifal." Surely Wagner was no better qualified to create the new faith than Nietzsche to destroy the old one. Unfortunately, as the years passed, Nietzsche withdrew more and more from the world, became completely absorbed in the contemplation of his own work, and, while still living, passed completely out of touch with life. Doubtless he was a strenuous, noble-minded, and greatly suffering man, born out of his due time. It is too early to assign a definite place for his philosophy. Some propose a temple, others a dust-bin. The verdict of the future will probably steer a middle course.

NOTE TO CONTRIBUTORS.

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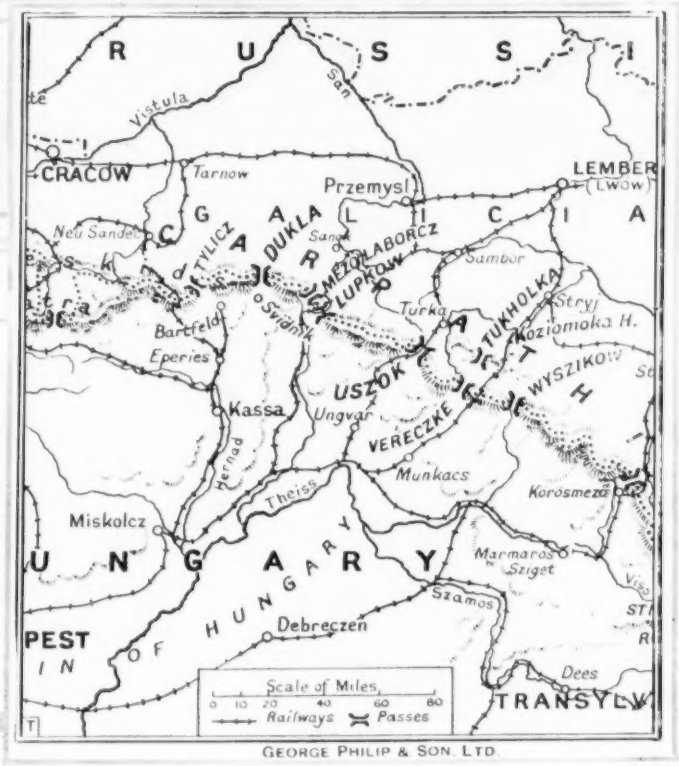
FALLEN TO THE RUSSIANS AFTER A LONG SIEGE: PRZEMYSL.

PHOTOGRAPHS BY NEWSPAPER ILLUSTRATIONS, E.N.A., AND C.N.

FOUNDED BY CASIMIR THE GREAT, "THE PEASANTS' KING": PRZEMYSL: A GENERAL VIEW OF THE CITY.

THE HEIR TO THE AUSTRIAN THRONE AT PRZEMYSL: PRINCE CARL FRANZ JOSEPH (ON LEFT).

IN THE FORTRESS GALLANTLY DEFENDED BY GENERAL KUSMANEK: AUSTRIAN OFFICERS AT PRZEMYSL DISCUSSING DEFENCE PLANS.



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A "GARDEN CITY OF THE CARPATHIANS" WHICH HAS COME UNDER THE DEVASTATING BLIGHT OF WAR: A PEACEFUL SUMMER SCENE IN PRZEMYSL.

A SECTION OF THE THIRTY-MILE PERIPHERY OF PRZEMYSL'S DEFENCES: PART OF THE EARTHWORKS, WITH GUNS AND SHELTERS, AND MEN OF THE GARRISON.

The fall of Przemysl, the great Austrian fortress in Galicia, will doubtless have an important effect on the Eastern campaign. The Russians began the siege last September, and after a temporary abandonment, it was renewed some two months later. The Russian siege-guns were not brought up until all risk of their being cut off by the enemy's forces outside was at an end; and the actual bombardment, it is said, began only about a fortnight ago. General Kusmanek, who has conducted a gallant defence, made a final sortie recently and large numbers of his troops were taken prisoners. It was announced officially at Petrograd on March 22: "The fortress of Przemysl has surrendered to our troops. At the Headquarters of the Commander-in-Chief a 'Te Deum' of thanksgiving was celebrated in the presence of the Tsar, the Grand Duke Nicholas, Commander-in-Chief, and all the Staff." Przemysl lies about 150 miles east of Cracow and 60 miles south-west of Lwow. It is said to have been founded in the fourteenth century by Casimir the Great, who was called "the Peasants' King," and it has both Greek and Roman churches. It is a "garden city," beautifully situated on the River San; but the surrounding country was laid waste by the besieged garrison so as to obtain a clear field of fire for their guns during the investment.

THE GREAT WAR.

By CHARLES LOWE.

FOR the second time the 18th of March has proved an ominous day for the powers that be at Berlin, since on this date, in 1848, that capital was the scene of a revolution which ended in the granting of a constitution circumscribing the arbitrary power of the Prussian Crown; while now again it brought forth an event calculated to show that the true way for the Allies to reach Berlin, in order to break the military sway of the German Emperor, is via Constantinople.

The event in question was the bombardment of the Dardanelles forts by the combined battle-squadrons of France and England, and though it resulted in the sinking of three out-of-date war-ships—two British and one French—the action was, nevertheless, more in the nature of a check than a defeat, seeing that it had the effect of hardening the inflexible determination of the Allies to reach their goal at all costs. Their progress would be quicker but for a factor in warfare against which no combatant can prevail unfavourable weather. Even the Kaiser himself, in the second year of his reign, when some of his war-ships were smashed to pieces by a hurricane at Samoa—over which, by the bye, the British flag is now flying—quoted the words of Philip of Spain when Medina Sidonia, with bent head, returned to announce to him the annihilation of the Invincible Armada: "God rules above us. I sent you to contend with men, and not with rocks and storms."

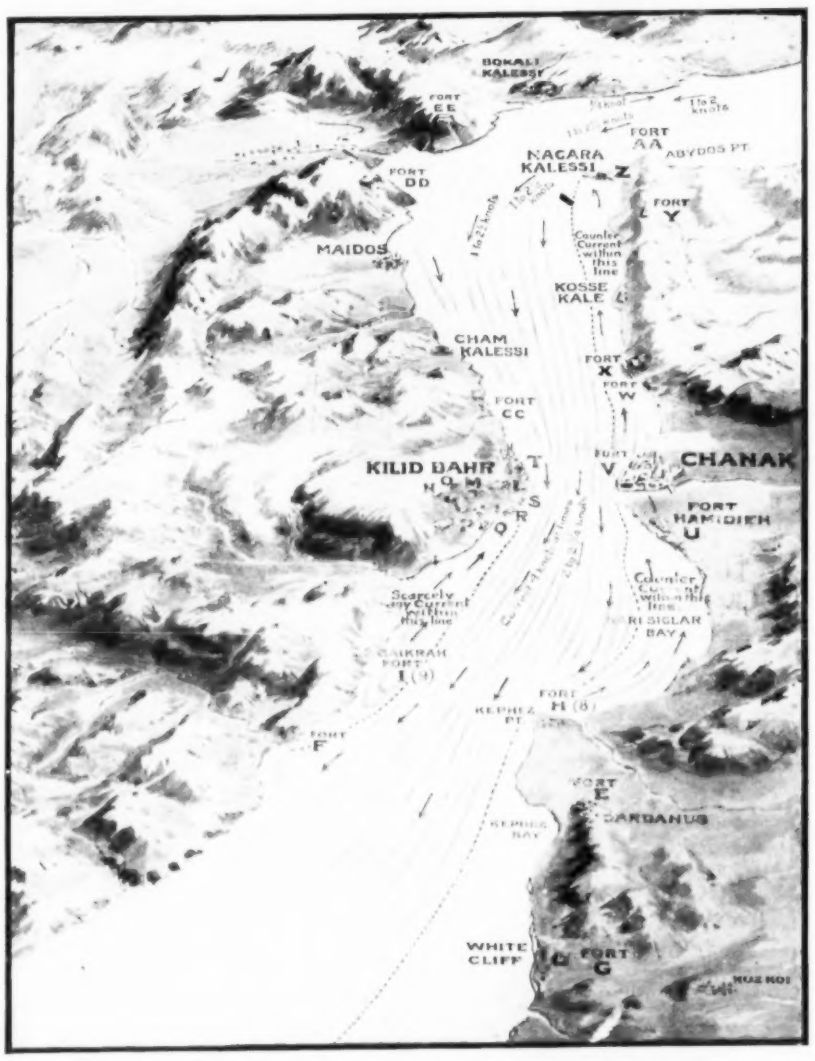
Three obsolescent war-ships sunk by drifting mines—but what was that compared with the momentous object to be achieved? One check counts for little. The places of our *Irresistible* and *Ocean* were at once taken—such the foresight of our Admiralty—by the *Queen* and *Implacable*; while the loss of the *Bouvet*, a twenty-year-old ship, less fortunate than her British fellow victims, was the signal for two other French battle-ships, *Henri IV.* and *Jauréguiberry*, to appear upon the scene. *Mutato nomine*, it was just as if the Hellespont had become a kind of naval Flodden Field, where, in the words of Scott—

> The stubborn spearmen still made good
> Their dark, impenetrable wood,
> Each stepping where his comrade stood
> The instant that he fell.

Another comparison may not be out of place. The honour of heading the attack was accorded to our gallant French Allies by our Admiral de Robeck—a Swede, it seems, of Swedish descent, who had taken the place of Admiral Carden, laid aside by illness. "I desire," said the former in his official report, "to bring to the notice of their Lordships the splendid behaviour of the French Squadron. Their heavy loss leaves them quite undaunted. They were led into close action by Rear-Admiral Guépratte with the greatest gallantry." In reading this one cannot help recalling the feeling which ever prevailed between Nelson and his famous "band of brothers." At Trafalgar, when the *Royal Sovereign* was pressing alone into the midst of the combined fleets, Nelson said to Captain Blackwood, "See how that noble fellow Collingwood takes his ship into action! How I envy him!" And so may Vice-Admiral de Robeck have envied Rear-Admiral Guépratte, to whom he had chivalrously yielded precedence of oppugnancy against the 14-in. gun batteries of the Dardanelles Narrows. This was a kind of battle-honour dearly justified and purchased by the loss of over 700 gallant souls, as compared with the three-score casualties of all kinds with which we were more fortunately let off, in spite of the sinking of two of our ships.

The essence and moral of the whole affair were well and tersely conveyed in an Admiralty announcement that "nothing has happened which justifies the belief that the cost of the undertaking will exceed what has always been expected and provided for." And that means the ultimate appearance of the Allied Fleet in the Sea of Marmora within gun-shot of Seraglio Point—a result that would be worth at least thrice the cost which we have already incurred in the carrying out of an operation which has been pronounced to be the most difficult of its kind that ever was tackled by any Navy.

But, after all, it is not more difficult of its kind than the correlative task with which our equally heroic Army is now contending in Flanders with a spirit of self-sacrifice as measured by a loss of no fewer than 746 officers—killed, wounded, or missing—within a period of little more than twelve days from our victorious attack on Neuve Chapelle. As a rule, the ratio of killed to wounded is one to three, or even four; but in the case of the fighting at Neuve Chapelle and in the district the proportion of killed seems greater. "The heavy toll among them," writes "Eye-Witness," "was largely due to the fact that in advancing over the intricate country, intersected with hedges and ditches, the platoon commanders had to go forward to reconnoitre the ground and discover the best way to circumvent or cross these obstacles without getting their men crowded together in narrow places such as gaps in hedgerows and bridges. This naturally entailed exposure. The success achieved and the extraordinary spirit shown by the troops are the best proofs of the qualities displayed by their leaders."



A CONTRIBUTORY CAUSE OF THE LOSS OF BATTLE-SHIPS IN THE DARDANELLES: THE CURRENTS IN THE STRAITS, ON WHICH THE ENEMY'S MINES DRIFTED.

In the Admiralty report of the sinking of the "Bouvet," "Ocean," and "Irresistible," in the Dardanelles, it was stated: "The losses of ships were caused by mines drifting with the current which were encountered in areas hitherto swept clear, and this danger will require special treatment." The current in the straits flows from the Sea of Marmora towards the Ægean at a rate of about 2½ knots. Ashore, at some points the current is reversed, and flows backwards. The average depth of the Dardanelles is forty fathoms, or 240 feet.

Drawn by W. B. Robinson.

Per contra, Sir John French estimated that the German losses around Neuve Chapelle could not have been less than 17,000 to 18,000 (apart from prisoners, of whom we took some 2000), though the Germans themselves, who have always been immense at the art of minimising their defeats, claim that the former figure must be divided by at least three. But then, the Cretans of St. Paul's time were not in the same street with the present chroniclers of Berlin, who are no less adept at the *suggestio falsi* than at the *suppressio veri*—hence their "dead-silencing" (*todtschweigen*) of so many of their disasters, such as the loss of their cruiser *Karlsruhe*, which our Admiralty now accepts, and which signifies the complete disappearance of the regular German war-flag from all the seas of the world—a result unparalleled in the history of naval warfare.

Besides, what are ineffectual aeroplane raids on Deal, with Zeppelin flash-in-the-pan attacks on Calais and Paris, and an occasional submarining of our trading sea-tramps, compared with the tremendous blow to the German cause resulting from the fall of the great Austrian fortress of Przemysl, which was as well worth a "Te Deum" at the Russian Head-quarters, in presence of the Tsar himself, as the Paris of Henri Quatre once was of a Mass—and rather more. First of all came the news that the Russians, on their extreme right flank, had occupied Memel on the Baltic (though the Germans claim to have re-taken it)—a capture enough to make Marshal Count Moltke, the great "battle-thinker," simply turn in his grave, seeing that this was the constituency—the first in the Empire—which he represented in the Reichstag for a continuous period of twenty years; and then, hot-foot on the heels of this, the news of the fall of the great Galician fortress which might be described as the Metz of the Carpathians.

Invested on Aug. 10, Metz only held out till Oct. 28, while its Austrian counterpart claims to have sustained a final siege of over four months. The Archduke Frederick says that the fall of the fortress "will have no influence upon the general situation," which is, perhaps, one of the silliest things that was ever said. For one thing, it puts out of action a very large body of Austrians, and releases for operations elsewhere some 100,000 Russians.

Marshal von Hindenburg, too, the demi-god of the German people, will soon have his hands fuller than ever, for Cracow is now the only obstacle on that side intervening between the advance of the Russian "steam-roller" and the valley of the Oder, which leadeth towards Berlin. The fall of Przemysl also opens up the passes through the Carpathians to Buda and Vienna. With Constantinople in possession of the Allies, and Cracow in the grip of the Russians, there will be no more transference of German troops from the east to the western seat of war. It will then be our turn to re-enact Neuve Chapelle on a larger and more effective scale, and one more encouraging than the dictum of our official "Eye-Witness" and military moralist at Head-quarters, that "it is the feeling of having beaten the enemy that counts, and not the extent of the ground won"—mainly through the preparatory agency of our "big batteries," with which Providence is now assumed to side much more than heretofore with "big battalions."

LONDON: MARCH 13, 1915.

AT PARADES: LORD KITCHENER AT LIVERPOOL AND MANCHESTER.

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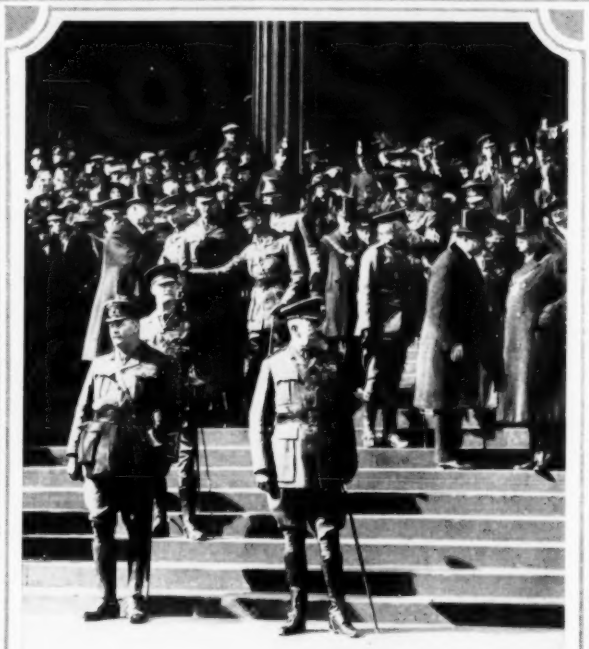


1. THE WAR MINISTER IN THE CITY IN WHICH HE WITNESSED A PARADE AND ISSUED A WARNING TO DOCKERS: LORD KITCHENER WATCHING THE MARCH-PAST BEFORE ST. GEORGE'S HALL, LIVERPOOL.

2. IN THE CITY IN WHICH HE WITNESSED A PARADE OF SOME 3,000 TROOPS OF THE NEW ARMY, RAISED IN THE MANCHESTER, SALFORD, AND BURY DISTRICTS: LORD KITCHENER WATCHING THE MARCH-PAST FROM BEFORE THE TOWN HALL, MANCHESTER.

3. THE PARADE AT LIVERPOOL OF SECTIONS OF THE NEW ARMY, RECRUITED IN LIVERPOOL, SOUTH LANCASHIRE, AND CHESHIRE: THE MARCH PAST BEFORE LORD KITCHENER, AT ST. GEORGE'S HALL, LIVERPOOL.

Unwearying and alert, the Secretary for War found no rest on Sunday, March 21, but the venue of his work was changed, the official rooms at Whitehall being temporarily deserted for the great cities of Liverpool and Manchester, in each of which Lord Kitchener was present at a great march-past of troops of the New Army, expressed his gratification at the numbers, the physique, and the soldierly bearing of the thousands of men whom he inspected, and had a special word of praise for the "Bantams." At Liverpool a stern word of warning was left for the 2000 dock strikers, in the form of a letter handed by Lord Kitchener to Mr. James Sexton, the General Secretary of the National Union of Dock Labourers. With characteristic firmness and fairness, the Secretary for War said of the strikers: "I feel sure that these men can hardly realise that their action in thus congesting the docks and delaying munitions of war and food required by our men at the front is having a very serious and dangerous effect, and must be stopped. . . . If this appeal has no effect, I shall have to consider the steps that will have to be taken to ensure what is required at Liverpool being done."

"COME ON, THE KING'S!" AN HEROIC ATTACK BY THE

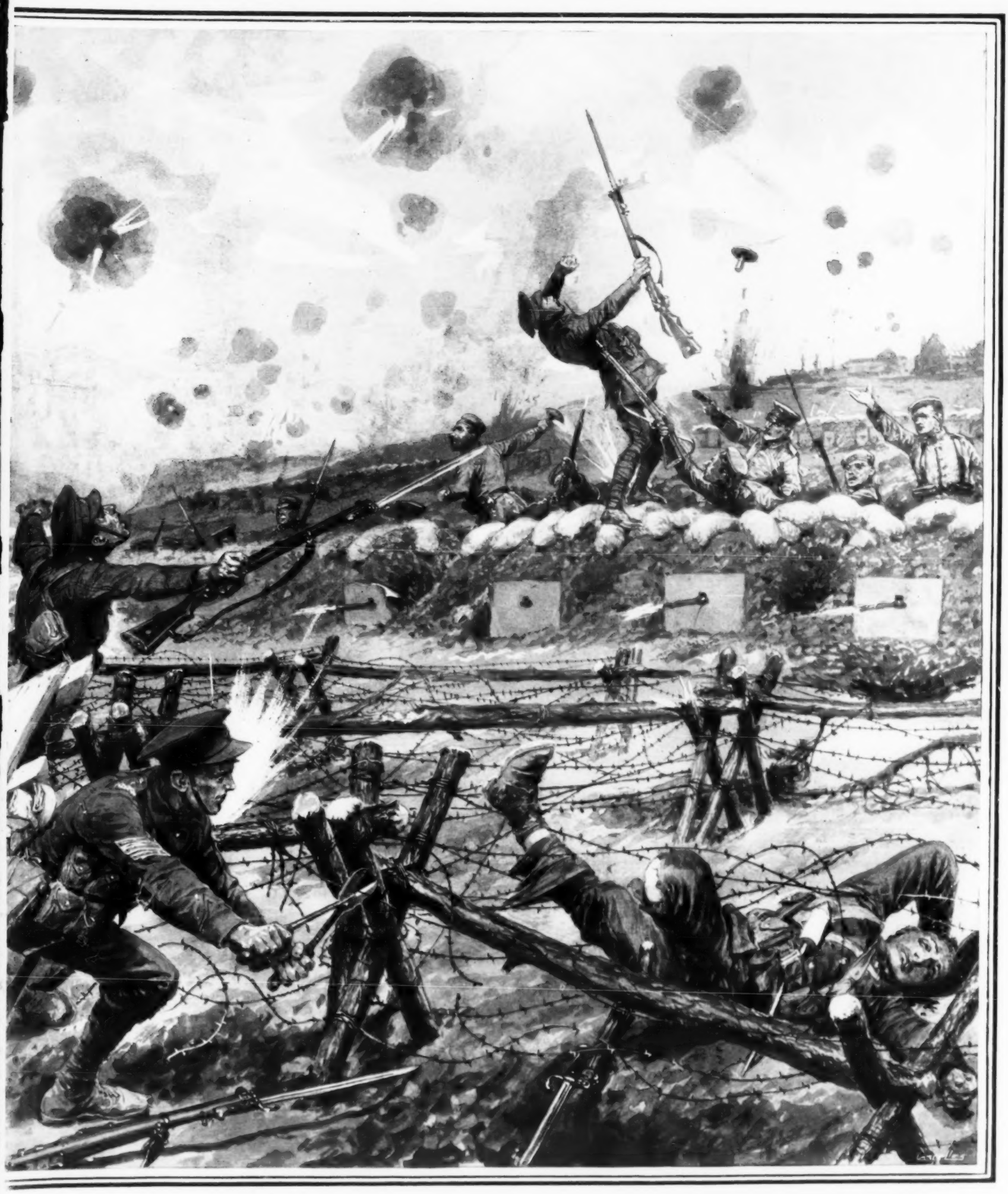
Drawn by R. Caton Woodville from Material Supplied

HOW THE KING'S (LIVERPOOL REGIMENT) HELPED TO SECURE VICTORY AT NEUVE CHAPELLE HEAVILY WHILE TRYING TO PENETRATE

"Come on the King's!" was the dying cry of Lieutenant Webb—one of the officers of the King's (Liverpool Regiment) who was killed at Givenchy during the great battle of March 10. The Liverpool Regiment suffered severely. They charged at the German trenches at Givenchy with great coolness and gallantry, but, on reaching the wire entanglements in front of the enemy's first line of trenches, they found their way blocked, as the British artillery had not caused it much damage by their preliminary bombardment. Three lines of a perfect thicket of barbed wire lay between the "King's" and their objective, but the dauntless men—every one of them a hero—though mowed down by machine-guns and rifle-fire—still strove desperately to come to grips with their opponents. One brave officer, Lieut. Young, even managed to penetrate the wire—probably by clambering over one of the pontoons (carried by the front line of attackers for bridging the first trench so that they could without delay immediately attack the second line), and he was killed when actually on the parapet of the German trench. Unhappily,

KING'S (LIVERPOOL REGIMENT) ON GERMAN TRENCHES.

BY AN OFFICER OF THE KING'S (LIVERPOOL REGIMENT).

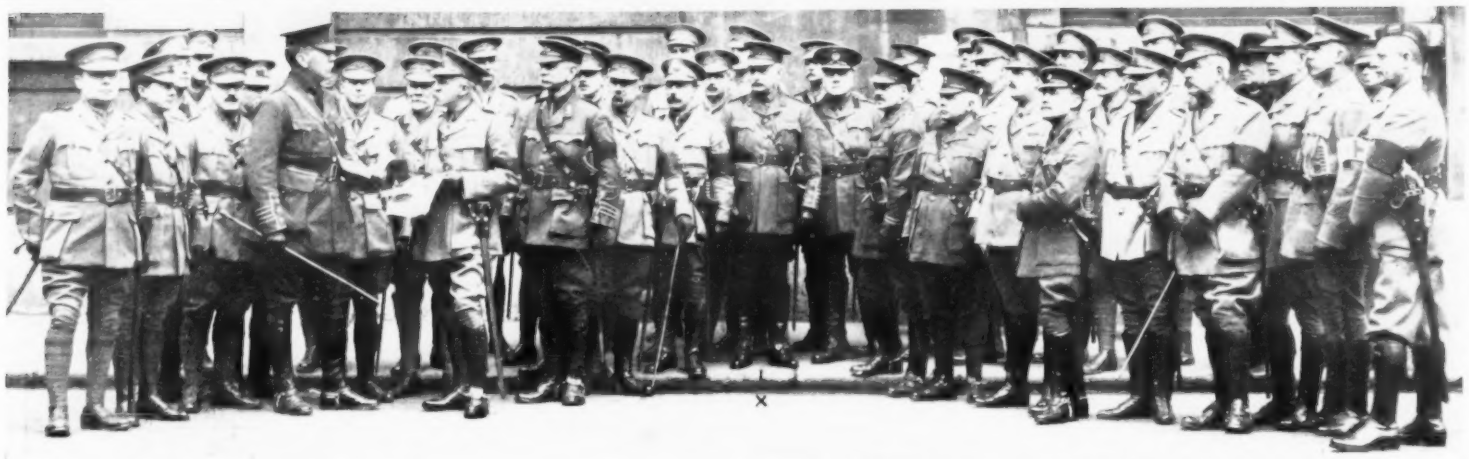


BY HOLDING THE GERMANS AT GIVENCHY: AN ACTION IN WHICH THE REGIMENT SUFFERED THE ENEMY'S WIRE ENTANGLEMENTS.

almost all the men of the leading section of the attacking party on the left were killed. Owing to the bravery and tenacity of the Liverpools' attack, a great portion of the Germans were unable to leave their position to reinforce their comrades when badly needed in the main battle at Neuve Chapelle, some miles further north. Thus, although the "King's" were checked, they materially assisted their comrades in arms by their heroic fighting. In the fight at Givenchy there were two sections of attackers, consisting of 200 men each. The front ranks carried four pontoons, or trench-bridges (eight in all), wire-cutters, and spades, besides their rifles with fixed bayonets. The men travelled light: no packs, and each man carried a couple of hand-grenades stuck in his belt in front, and in his belt at the back a couple of unfilled sand-bags. The German trenches were protected by steel plates and sand-bags. The German hand-grenades (shown in the drawing) were of mushroom shape. Some of the British had a long stem. A view of the Givenchy action is given on another double-page. Drawing Copyrighted in the United States and Canada.

CITY VOLUNTEERS: THE NATIONAL GUARD MARCH TO THE PALACE.

Photographs by Bassano, Alfieri, Topical, Sport and General, and C.N.



WITH THE LORD MAYOR (IN THE CENTRE, MARKED x) AND THEIR COMMANDANT, COLONEL G. T. B. COBBETT (FOURTH FROM THE LEFT IN FRONT): OFFICERS OF THE CITY OF LONDON NATIONAL GUARD VOLUNTEER CORPS OUTSIDE THE GUILDHALL BEFORE THE MARCH TO BUCKINGHAM PALACE ON THE 20TH.

JUST BEFORE ENTERING THE GATES OF THE PALACE: THE NATIONAL GUARD PASSING THE VICTORIA MEMORIAL.

POPULAR INTEREST IN LONDON'S NEW VOLUNTEERS: CROWDS IN THE MALL WATCHING THE NATIONAL GUARD MARCHING TO BUCKINGHAM PALACE.

A PICTURESQUE PART OF THE PROCESSION: NURSES WHO MARCHED PAST THE KING AND QUEEN WITH THE NATIONAL GUARD.

THE SCOTTISH ELEMENT IN THE NATIONAL GUARD: PIPERS AT THE HEAD OF A SCOTTISH COMPANY IN THE MARCH THROUGH LONDON.

The City of London National Guard Volunteer Corps, generally called, for short, the National Guard, had the honour of marching past the King and Queen in the grounds of Buckingham Palace during their route march on Saturday, the 20th, from the City to Hyde Park. At the head of the column, which comprised 47 officers and 2046 rank and file, marched the Lord Mayor, Sir Charles Johnston, who is Honorary Commandant of the Corps, and the Commandant, Colonel G. T. B. Cobbett, V.D. After passing the royal party, the Lord Mayor and Colonel Cobbett were invited by the King to remain at the saluting-base. The following regimental order was afterwards issued: "The Commandant has received the King's commands to convey to all ranks his Majesty's entire satisfaction with the general appearance and bearing of the battalions on parade. His Majesty was also pleased to say how glad he was to have had the opportunity of seeing the City of London National Guard."

PROOF THAT THE GIGANTIC GERMAN 42-CM. HOWITZER DOES EXIST.

A SHELL FROM AN ENEMY 42-CM. GUN; FLANKED BY A FRENCH 75-MM. SHELL AND A GERMAN 77-MM. SHELL: A 2107·6 PROJECTILE WHICH FELL ON ONE OF THE ADVANCED DEFENCES OF VERDUN, BUT DID NOT EXPLODE.

The great enemy shell shown in the photograph is of peculiar interest for two reasons. For one thing, it has established by ocular proof the existence of the giant German siege-howitzers, an existence which some have questioned. For another, it has yielded the first opportunity to note actual measurements and details of the size, weight, and capacity of the 42-cm. (16½-inch) howitzer-projectiles. The tremendous shell is set up for purposes of comparison side by side with, on the left, a French 75-mm. field-gun shell, and, on the right, a German 77-mm. field-gun shell, which are each as nearly as possible 3 inches in diameter. The big shell fell in soft ground near one of the outer forts at Verdun. It did not explode; whereupon it was dug up, the charge was extracted, and measurements were made. The projectile was discharged from a firing-point distant 7½ miles from the Verdun fort, is 1·5 metres (practically 5 feet) from tip to base, and weighed, charged, 956 kilogrammes, or 2107·6 lb., i.e. only 133 lb. short of a ton.

DEAD ON THE FIELD OF HONOUR: OFFICERS KILLED IN ACTION.

PHOTOGRAPHS ON THE TWO PAGES ARE BY ELLIOTT AND FRY, WESTON, L'ESTRANGE, MORGAN, LAFAYETTE, HAWKE, BASSANO, HISIED, BARRETT, HEATH—

LT.-COL. P. C. ELIOTT-LOCKHART, D.S.O., 5TH SCINDE R.

LT. F. A. H. CASTBERG, MIDDLESEX REGIMENT.

LT. H. W. ETHELSTON, GRENADIER GUARDS.

COLONEL COLIN McLEAN, GORDON HIGHLANDERS.

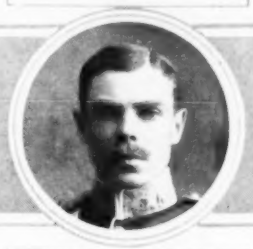
CAPT. W. U. M. CAMPBELL, HIGHLAND LIGHT INFANTRY.

LT. W. M. ROSS, GORDON HIGHLANDERS.

LT.-COL. L. R. FISHER-ROWE, GRENADIER GUARDS.

CAPT. W. T. STACKHOUSE, SHERWOOD FORESTERS.

2ND LT. R. DE STACPOOLE, ROYAL FIELD ARTILLERY.



CAPT. R. A. C. MURRAY, SEAFORTH HIGHLANDERS.

LT. ALBERT E. MORGAN, ROY. FUSILIERS AND R.F.C.

2ND LT. R. H. J. JOHNSON, ESSEX REGIMENT.

CAPT. E. M. GRANTHAM, LINCOLNSHIRE REGIMENT.

CAPT. AND ADJ. T. R. ALDWORTH, 2ND R. BERKS RGT.

2ND LT. CYRIL F. AUSTIN, 2ND QUEEN'S REGIMENT.

LT. BRIAN OSBORNE, 15TH HUSSARS.

LT. H. G. EVAN-JONES, WELSH REGIMENT.

LT. R. E. C. WEIGALL, SHERWOOD FORESTERS.

CAPT. HARRY R. S. PULMAN, ROYAL FUSILIERS.

LT. J. BENETT-DAMPIER, CHESHIRE REGIMENT.

CAPT. JAMES DIXON, MIDDLESEX REGIMENT.

LT. W. H. CLARKE, WORCESTERSHIRE REGT.

LT. F. M. J. POWER, ROYAL ARMY MED. CORPS.

2ND LT. C. W. A. CRICHTON, 3RD BT. LONDON REGT. (T.F.)

2ND LT. A. C. FOSTER, GRENADIER GUARDS.

LT.-COMMR. F. J. G. M. ELKES, ROYAL NAVAL RESERVE.

LT. N. DONALDSON, ROYAL FIELD ARTILLERY.

CAPT. H. R. SPARENBORG, ROYAL LANCS. REGIMENT.

CAPT. G. A. TAYLOR, LEINSTER REGIMENT.

CAPT. LORD BRABOURNE, GRENADIER GUARDS.

LT. HERBERT LOOMES, LOYAL N. LANCS. REGIMENT.

LT. R. G. R. HOGAN, ROYAL BERKSHIRE REGT.

LT. J. H. LYLE HALLER, EAST SURREY REGIMENT.

LT. FERGUS A. SUTTON, 2ND S. LANCS. REGIMENT.

LT. T. S. LUKIS, 13TH LONDON REGT. (T.)

2ND LT. D. H. G. NORTHCOTE, THE BUFFS.

Such successes as Neuve Chapelle involve heavy losses on both sides, and our portraits include those of a number of officers whose lives were given in that memorable action. Lieut. F. A. H. Castberg died of wounds received at Neuve Chapelle. Lieut.-Col. Laurence Rowe Fisher-Rowe served in the South African War (Queen's medal, six clasps; and King's medal, two clasps). 2nd Lieut. Roderick de Stacpoole was youngest son of the Duke and Duchess de Stacpoole. One of his brothers was killed on the Aisne, and two are on active service. Lieut. Albert E. Morgan was killed in an aeroplane at Neuve Chapelle. Capt. Harry S. Pulman, killed at Neuve Chapelle, had been identified with Volunteer and Territorial Forces for twenty-five years. Capt. Lord Brabourne was third Baron, and is succeeded by his uncle, the Hon. Cecil Marcus Knatchbull-Hugessen. 2nd Lieut. C. F. Austin was married only a week or two before he was killed. Major Chandos Leigh, D.S.O.,

(Continued opposite.)

DEAD ON THE FIELD OF HONOUR: OFFICERS KILLED IN ACTION.

—and Russell, Barnett, Downey, Vanderbilt, Swain, Van Ralty, Maull and Fox, Hills and Saunders, Browning, C.N., Chancellor, and Langfier.

MAJOR CHANDOS LEIGH, K.O. SCOTTISH BORDERERS.

LT. W. J. KERR, SCOTTISH RIFLES.

LT.-COL. W. M. BLISS, SCOTTISH RIFLES.

LT. A. M. WALLACE, NORTHAMPTON REGIMENT.

CAPT. HON. G. H. DOUGLAS-PENNANT, GREN. GUARDS.

LT.-COL. G. POPE NEWSTEAD, SUFFOLK REGIMENT.

CAPT. E. C. GATES, 13TH BATT. LONDON REGT.

CAPT. STEPHEN GARRETT, SUFFOLK REGIMENT.

LT. C. STEEL, ARG. AND SUTH. HIGHLDRS.

ASST. PAYM. D. C. CHORLEY, H.M.S. "BAYANO."

LT. ERIC GILBEY, RIFLE BRIGADE.

LT. G. C. B. LOOS, WORCESTERSHIRE REGT.

LT. H. GERARD MATHIESON, ROYAL FUSILIERS (T.F.)

2ND LT. W. L. TATE, ROYAL FUSILIERS (T.F.)

CAPT. C. A. LAFONE, D.S.O., DEVONSHIRE REGIMENT.

CAPT. J. R. L. HEYLAND, GURKHA RIFLES.

CAPT. B. C. SPARROW, GARHWAL RIFLES.

CAPT. SIR E. H. W. HULSE, SCOTS GUARDS.

2ND LT. B. T. HOLLAND, THE BLACK WATCH.

2ND LT. THE HON. H. C. STONOR, BEDFORDSH. REGT.

LT. H. O. D. BECHER, SCOTTISH RIFLES.

2ND LT. C. R. VANCE, CHESHIRE REGIMENT.

MAJOR ARUNDELL NEAVE, 16TH LANCERS.

MAJOR C. ERIC CLOUGH ARMY SERVICE CORPS

2ND LT. R. H. CARDEN, 2ND WILTSHIRE REGIMENT.

CAPT. J. G. W. WILLOUGHBY, Q.V.O. LIGHT CAVALRY.

CAPT. C. E. WOOD, WELSH FUSILIERS.

LT. J. C. TYNDALL, ROYAL DUBLIN FUSILIERS.

MAJOR REGINALD E. BOND, 4TH RAJPUTS.

2ND LT. C. F. BURNAND, GRENADIER GUARDS.

LT. C. R. C. BEAN, S. STAFFORDSHIRE REGT.

2ND LT. E. C. PURCHAS, ROYAL HORSE ARTILLERY.

2ND LT. L. G. B. CRABB, E. SURREY REGIMENT.

LT. W. DENNE WATERS, SHERWOOD FORESTERS.

LT. M. A. A. DARBY, GRENADIER GUARDS.

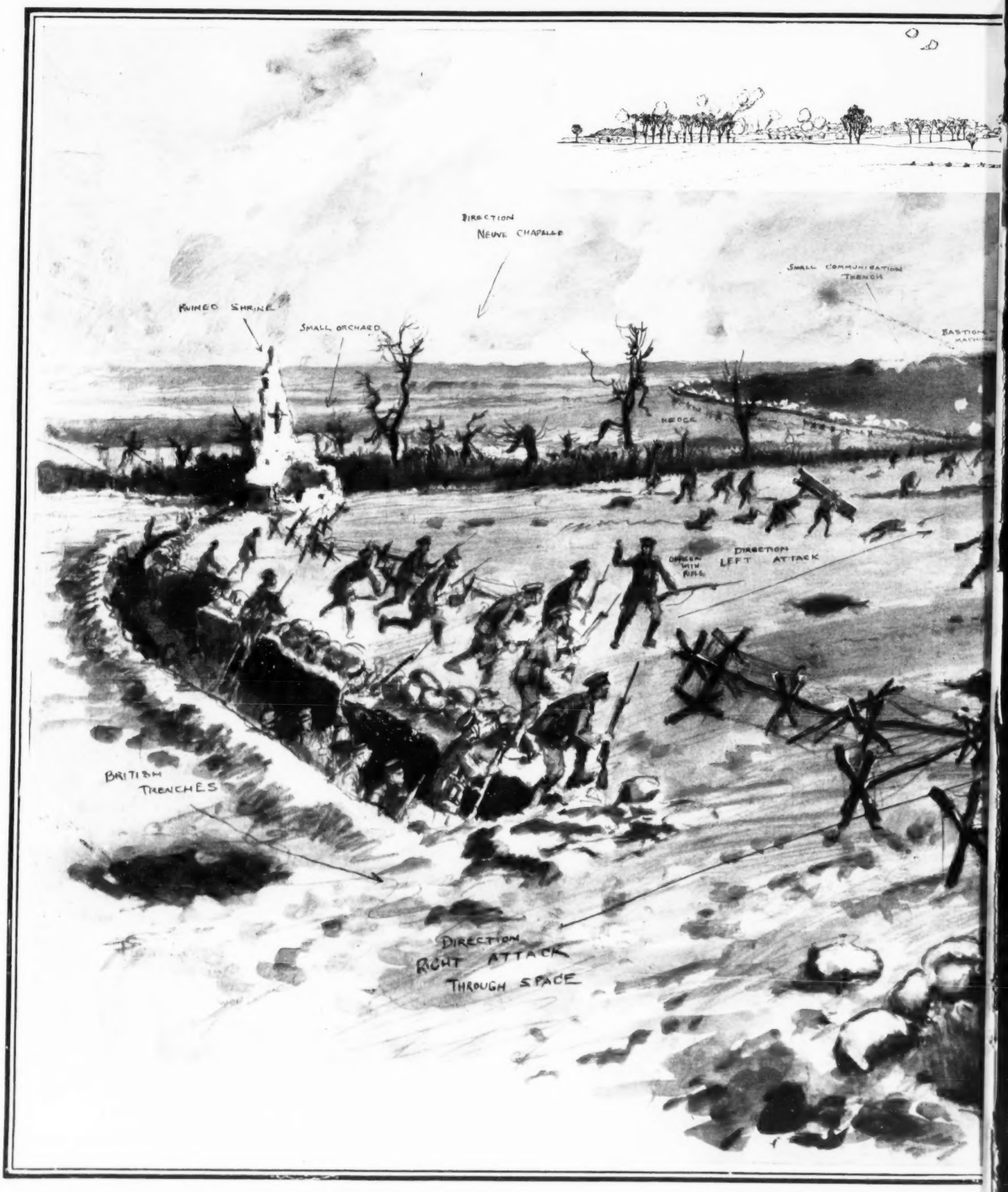
2ND LT. W. H. COXON, SHERWOOD FORESTERS.

Continued.

was elder son of the Hon. Sir E. Chandos Leigh, K.C., K.C.B. Capt. the Hon. G. H. Douglas-Pennant was second son of the second Lord Penrhyn, and was a great hunter of big game. Lieut. Eric Gilbey was younger son of Sir Walter and Lady Gilbey. Capt. Sir Edward Hulse was the only son of the Hon. Lady Hulse and a grandson of Lord Burnham. Lieut. the Hon. H. C. Stonor was the son of the fourth Baron Camoys and Lady Jessie Camoys. Major Arundell Neave was second son of the late Sir Arundell Neave and Lady Neave of Dagnam Park, Romford. Major C. Eric Clough was born in South Australia, and was a splendid rider. There is not one name in the long list which does not stand for conspicuous courage shown at Neuve Chapelle, or in some other notable action during the war.

CONTRIBUTING TO THE NEUVE CHAPELLE VICTORY:

Drawn by John de G. Bryan from Material Supplied

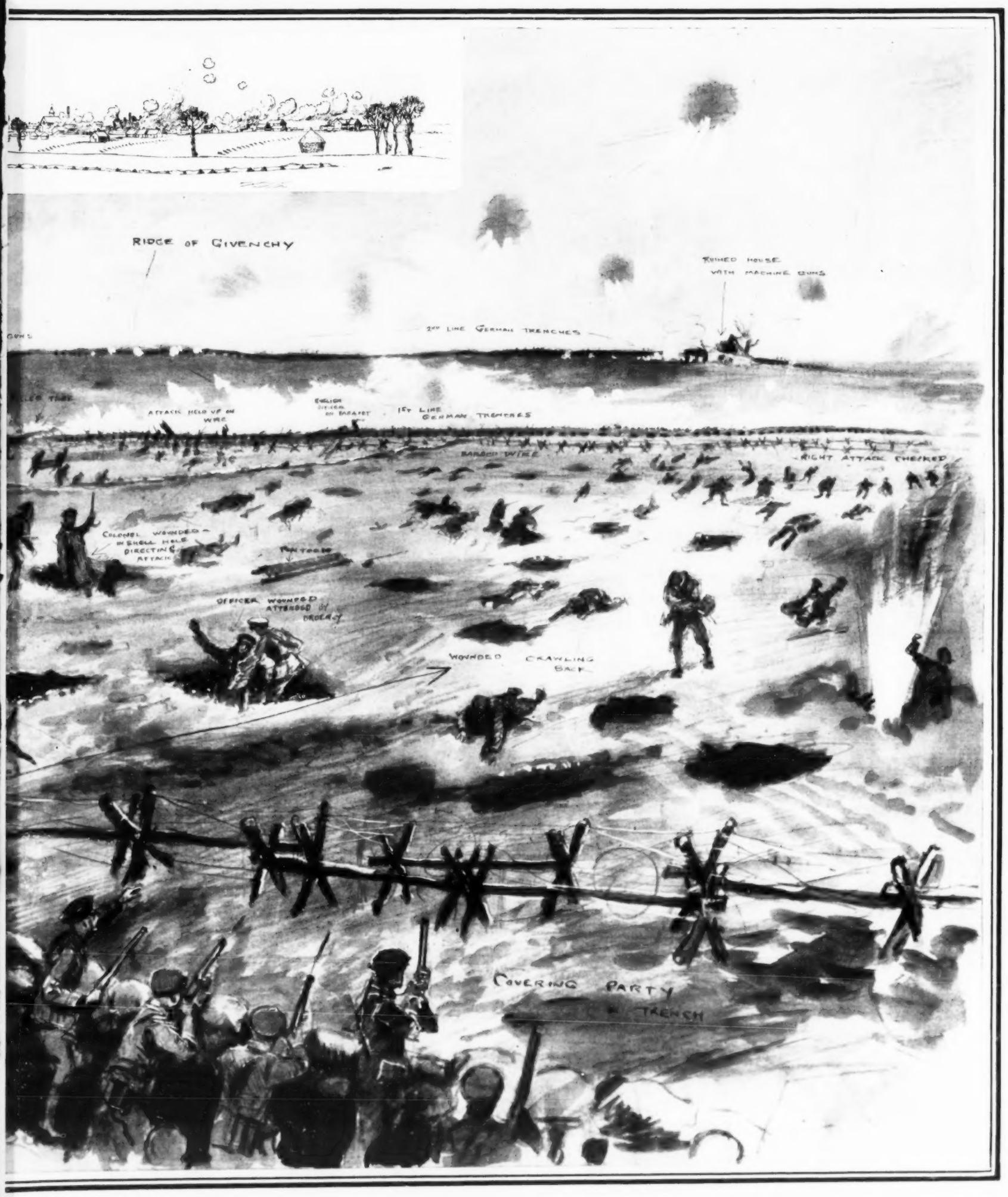


WHERE BRITISH TROOPS WERE HELD UP BY THE ENEMY'S WIRE ENTANGLEMENTS: MEN OF THE

The attack of the King's (Liverpool) Regiment on the Givenchy Ridge on March 10 (the day of the capture of Neuve Chapelle, three or four miles further north) was a very well-organised affair, but it failed owing to the wire entanglements of the Germans remaining intact although swept by our guns. Two companies, about 400 men all told, charged the German position. Some of the men carried pontoons, or small bridges, for placing over the enemy's trenches, if the attack should reach so far, and enabling the troops to advance against the next line of trenches; others were provided with wire-cutters, bombs, spades, and empty sand-bags. The left-hand party got right up to the wire, but there they were shot down in heaps by Maxims. One officer (Lieutenant Young) managed to get through the wire and on to the parapet of the trench before he was killed. The attack on the right was forced to stop

A GALLANT ATTACK ON THE GIVENCHY RIDGE.

BY A BRITISH OFFICER PRESENT AT THE ACTION.



KING'S LIVERPOOL REGIMENT CHARGING GERMAN TRENCHES IN THE BATTLE ON MARCH 10.

before reaching the wire, and those who were not killed took cover in shell-holes and fired at the Germans until nightfall, losing very heavily. Colonel Carter was wounded early in the fighting, but he continued to direct the operations from the cover of a shell-hole. Both the officers and men of the Liverpools showed the utmost heroism in this action, and though it failed in its immediate object, it certainly contributed to the victory of Neuve Chapelle, for it kept a large number of the enemy engaged and prevented them from sending any reinforcements thither. On the extreme left in the drawing may be seen a wayside shrine, completely wrecked except for the crucifix. Inset in the large illustration is a small drawing of the village of Neuve Chapelle. *(Drawings Copyrighted in the United States and Canada.)*

SCIENCE AND NATURAL HISTORY.

REPUTED AUTHOR OF FIVE HUNDRED WORKS REVEALING ARABIAN ALCHEMY.

PUNISHING THE REBELS: THE EGYPTIANS' BOOKS ON CHEMISTRY BURNT BY ORDER OF DIOCLETIAN.

AUTHOR OF AN ENCYCLOPÆDIC TREATISE ON MEDICINE: RHAZES, THE ARABIAN PHYSICIAN.

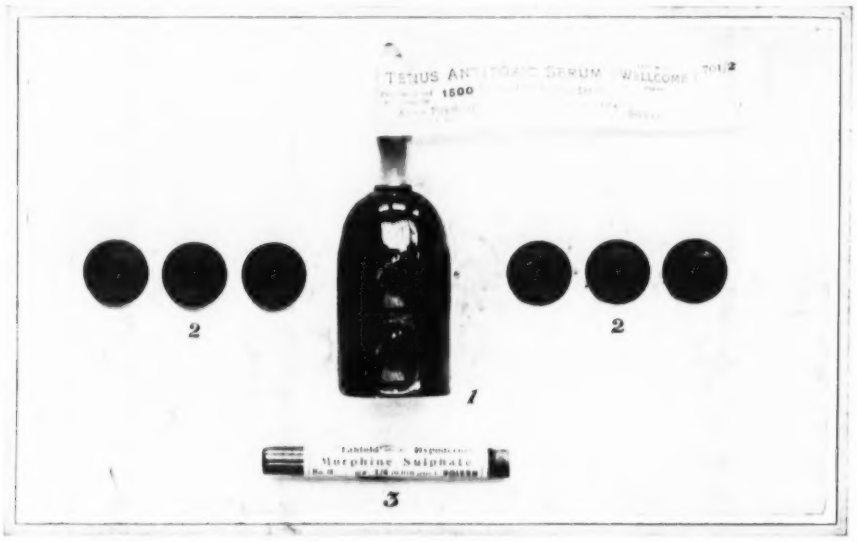
SCIENCE JOTTINGS.

THE DISINFECTION OF WOUNDS.

ACCORDING to Sir Rickman Godlee, who lectured on the subject at the Royal Institution about a fortnight ago, the war has turned the practice of surgery upside down. Whereas all serious operations of late years have been carried out in hospitals or nursing homes with the full ritual of asepsis—clothes, veils, and gloves of surgeons and assistants sterilised by intense heat, sterilised cotton-wool swabs instead of sponges, and so on—the operator in the field finds he has to work in his soiled uniform on patients who have lain for hours, if not for days, in the most insanitary conditions possible, and whose wounds, like their skin, have become crowded with disease and pus-forming microbes. Moreover, the much-laboured soil of Belgium and Northern France turns out to be far more hurtful than the unworked plains of Manchuria and the wind-swept veldt, and to be teeming with the germs of tetanus, gas-gangrene, and other horrors. Result—that the suppuration of wounds after operation, of late years unknown in hospitals, with or without tetanus and gangrene complications, are rife at the base as at the front, and the "Died from Wounds" appears a great deal too frequently in our casualty lists.

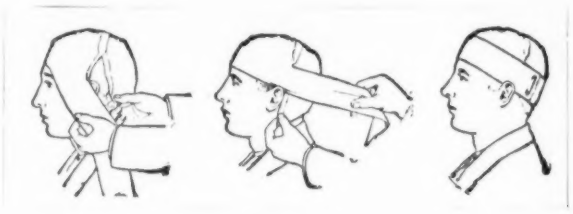
Sir Rickman's advice in these circumstances savours of the heroic. Tetanus, he would guard against by the immediate injection of anti-tetanus serum, and gangrene by "free and deep" incisions. There remain to be dealt with the streptococci and other pus-forming microbes which he says—no doubt rightly—are responsible for the frequent suppuration of wounds. These he would dispose of by the application of undiluted carbolic acid, this being apparently the only modification permissible by him of the "raw German creosote" which, he tells us, was employed by Lister when laying the foundations of his great work of antiseptic surgery. This will, he admits, cause some sloughing of the wound, but the slough or scab will be in itself antiseptic, and will therefore help to prevent further ills. His remedies are certainly not open to the reproach of want of "thoroughness."

Is there, however, any real necessity for all this butcher's work? The anti-tetanus injection may pass, because tetanus—Anglicé, lock-jaw—is a disease at once so painful and so horrible that no temporary inconvenience to the patient should stand in the way of any attempt to alleviate its horrors. Slashing the borders of the wound for gas-gangrene has, indeed, been largely employed during the earlier stages of the war by both French and English surgeons, although more as a counsel of despair than of perfection. It is not, however, the only remedy possible, and its wholesale adoption is not to be recommended without the fullest inquiry. The application of undiluted carbolic acid is extremely painful, and would in most cases cause the patient at least as much suffering as the original wound itself. It can be little consolation to our wounded soldiers, when slashed and cauterised by friendly hands, to reflect that the executioners of the sixteenth and seventeenth centuries who, after removing the feet or hands of their victims by the means of a mallet and cleaver, plunged the bleeding stump into boiling pitch, were following a treatment like that recommended by the most distinguished surgeons of the twentieth. Our Allies have here, as in other matters, done their best to fill up our deficiencies. MM. Veillon and Mazé showed some time ago that a solution of sodium nitrate in as high a state of dilution as 1 in 1000 would wonderfully diminish that production of gas in gangrenous cases which, like most of our ills, is due to certain bacteria. In the February *Comptes-Rendus* of the French Société de Biologie, it is recommended that it should be given internally as well as used for washing and dressing the wound. Carbolic acid or phenol dressings as a prevention of tetanus and other complications were highly praised in a letter received by the present writer from a Swiss surgeon before unknown to him apropos of a former article in this column; but the prescription was for a solution so diluted as to cause no pain to the patient. The French army surgeons have also, as has been said here more than once, advised the application of iodine to all wounds at the earliest period possible; and our contemporary, *La Nature*, a few weeks back contained illustrations of the tiny bottles of the tincture supplied to a certain number of French soldiers by the generosity of a compatriot, wherewith they were advised to paint their wounds. There are, no doubt, other bactericides that might be used with good effect; and, on the whole, it may be said that science would be better employed in the present crisis in discovering new and more effective methods of treatment than in counselling a return to mediæval ways.—F. L.



USEFUL FOR SOLDIERS: MEDICINE AND REFRESHMENT IN COMPRESSED AND PORTABLE FORM.

No. 1 (in the centre) is a little bottle of anti-toxic serum for inoculating against tetanus (or lock-jaw). No. 2 indicates tabloids of tea—one or more for each cup. No. 3 is labelled "Hypodermic Morphine Sulphate." These Tabloid articles are supplied by Messrs. Burroughs and Wellcome.



QUICKER AND EASIER THAN BANDAGES: THE "TABLOID" ADJUSTABLE HEAD-DRESSING.

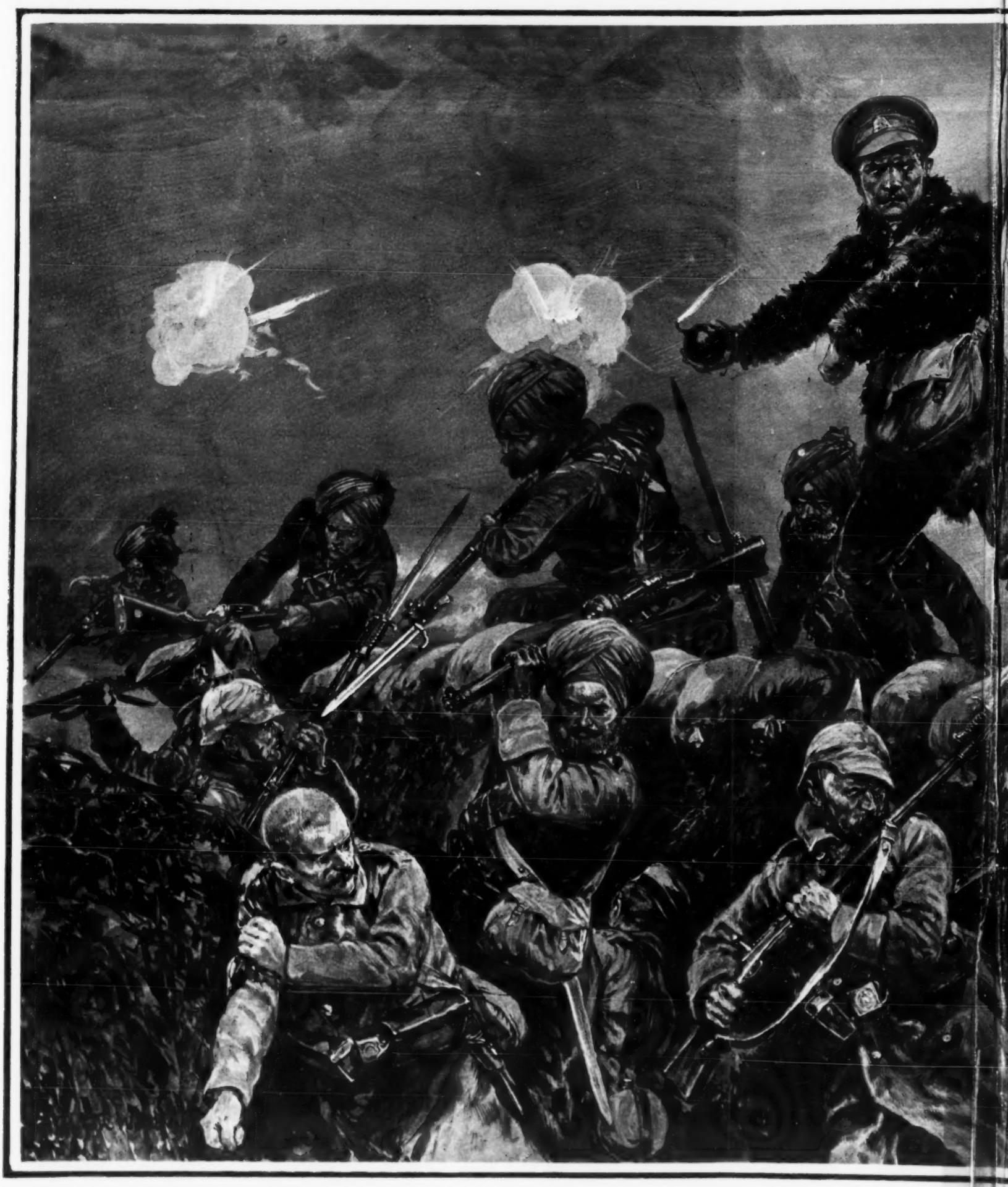
This dressing for head-wounds (made by Messrs. Burroughs and Wellcome) in the form of a cap, can be applied in a few seconds, and remains comfortably in position. It can be washed, sterilised, and used repeatedly. The diagrams show the method of adjusting and the dressing in position.

THE SOLDIER'S FIRST-AID VADE-MECUM: A CASE OF "TABLOID" REMEDIES AND APPLIANCES.

The "Tabloid" medical equipments in handy portable cases made by Messrs. Burroughs and Wellcome, have been used by officers in many campaigns, and also by war-correspondents, airmen, and explorers. The uses of most of the articles in the case are familiar. Nos. 7 and 10 contain Nos. 7a and 10a respectively. Kola Compound (4) made of kola nut and coca leaves, allays hunger and thirst, and sustains strength. Potassium permanganate (5) is an antiseptic disinfectant. Jaconet is a thin cotton fabric. "Vaporole" Iodine Tincture (7a) is painted on wounds, to kill germs. The point of the container is broken and used as a brush.

TROOPS PRAISED FOR THEIR GALLANTRY AT NEUVE

DRAWN BY R. CA



LIKE THE FRENCH, REMARKABLE FOR THEIR *ÉLAN* IN ATTACK: A TYPICAL BAYONET

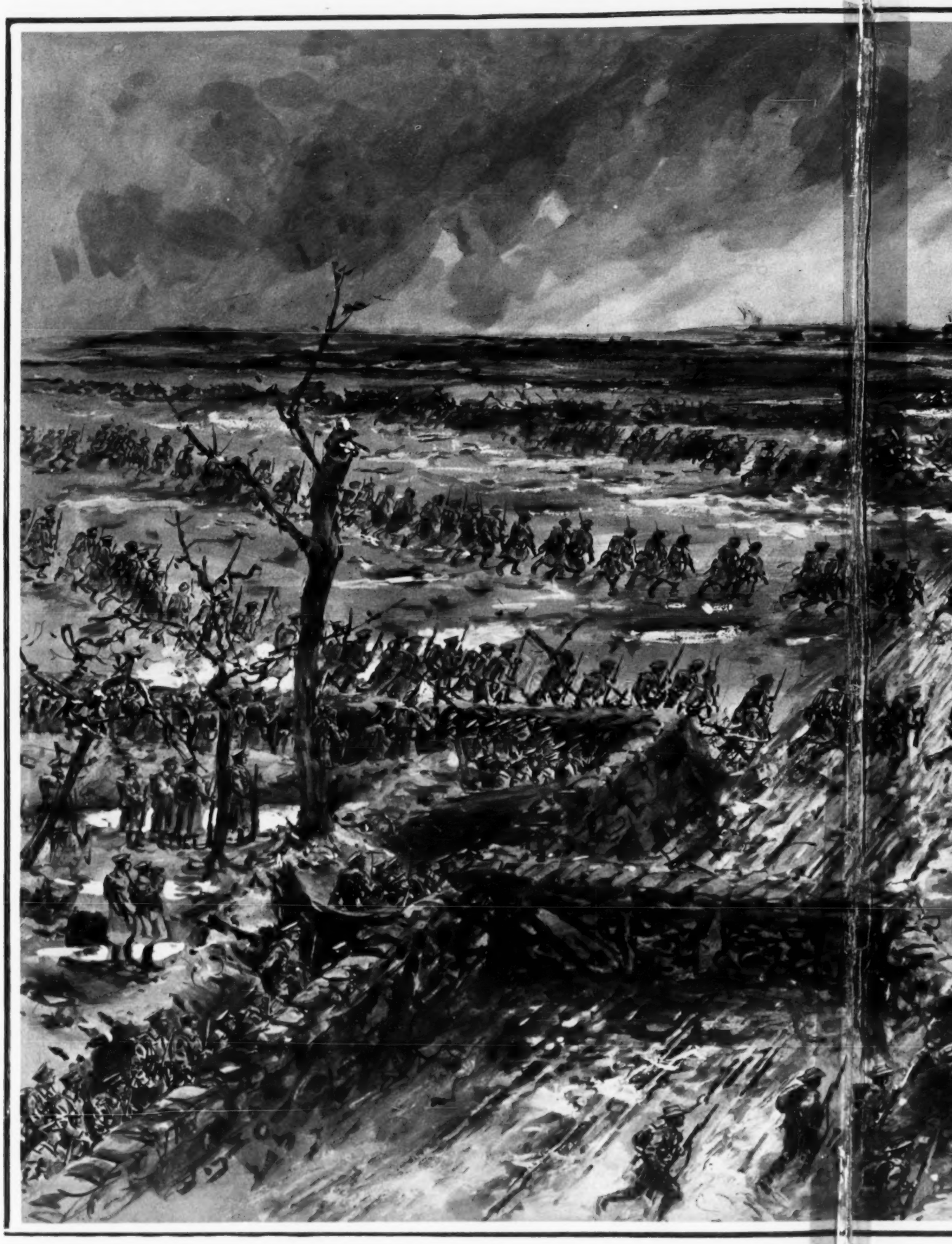
Lord Kitchener said in the House of Lords regarding the capture of Neuve Chapelle: "In these operations our Indian troops took a prominent part and displayed fine fighting qualities. I will in this connection read a telegram I have received from Sir John French: 'Please transmit following message to Viceroy of India: "I am glad to be able to inform your Excellency that the Indian troops under General Sir James Willcocks fought with great gallantry and marked success in the capture of Neuve Chapelle and subsequent fighting. . . . The fighting was very severe, and the losses heavy, but nothing daunted them. Their tenacity,

CHAPELLE: INDIANS CHARGING GERMAN TRENCHES

CAPT. WOODVILLE.

HARGE BY INDIAN TROOPS, SUPPORTED BY A BRITISH GRENADE-THROWER.

e, and endurance were admirable and worthy of the best traditions of the soldiers of India.'" Near La Bassée, for example, a mixed battalion made ant bayonet charge and captured a village. In a German counter attack they lost all their white officers, but retired in good order, and, rallied by , retook the position. As usual with highly trained troops, the Indians are particularly good in attack, and when advancing against the Germans, they shown wonderful dash. In the drawing will be noticed one British soldier, in skin-coat, throwing a grenade.—*[Drawing Copyrighted in the United States and Canada.]*



THE GREAT BRITISH SUCCESS AT NEUVE CHAPELLE, WH[illegible] OUR T[illegible]

This drawing of the important action at Neuve Chapelle on March 10, when the British and Indian troops took the offe[illegible]h great vigo[illegible] "Great-War Deeds" Special Number. The above view of the battle of Neuve Chapelle is taken from the road (seen in [illegible]ground) whi[illegible] angle with the road to Neuve Chapelle (the village seen in the background on the left), the British had made a fortified p[illegible]h sand-bags "Port Arthur." A little beyond it, to the right, is seen a strong German position which held out stubbornly much long[illegible] the others.

R TROOPS "HAVE INFLICTED ON THE ENEMY SOMETHING OF THAT ORDEAL WHICH HE I

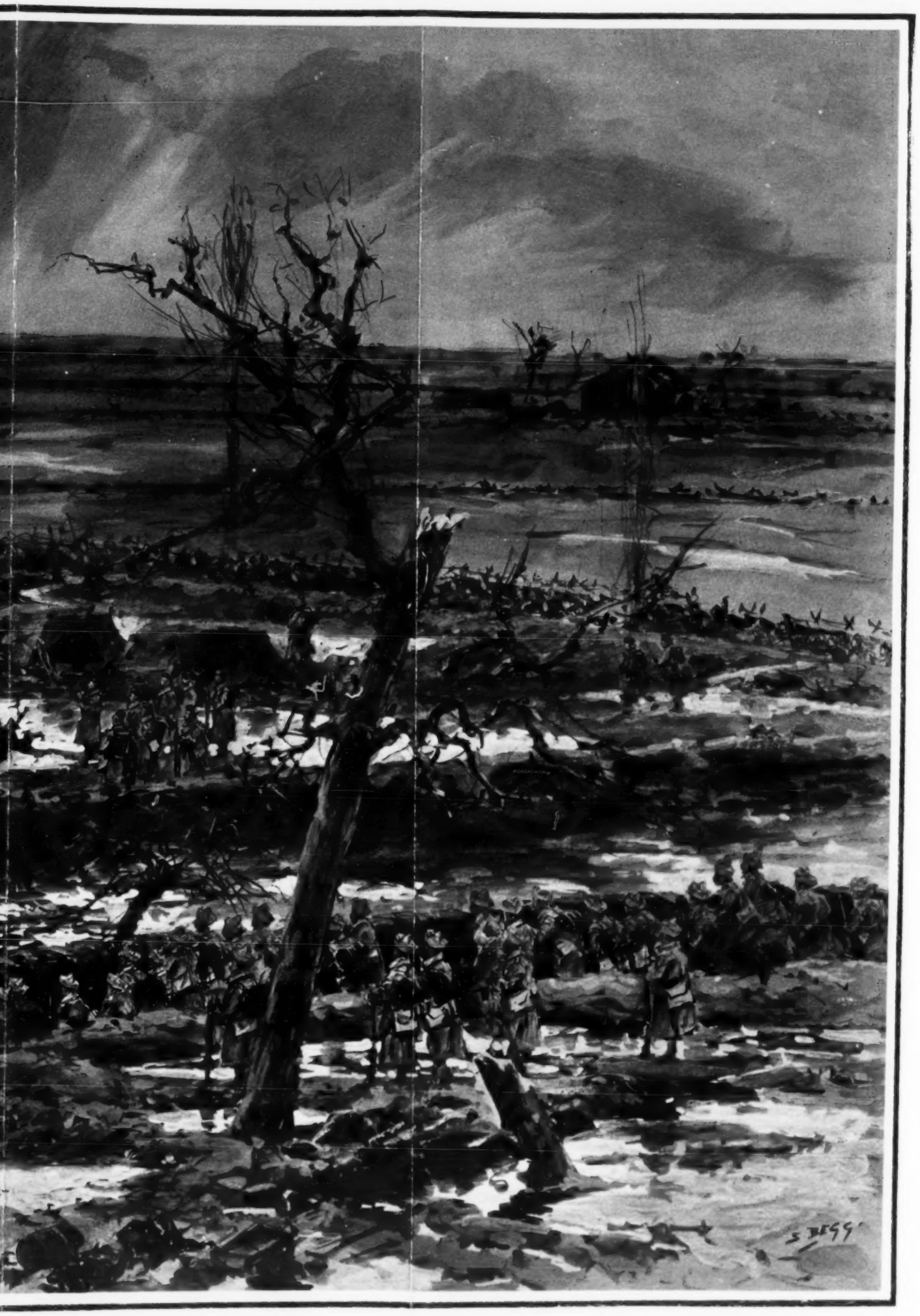
vigour and success, forms a companion-picture to the four-page painting, by R. Caton Woodville, of the defeat of the Prussian Guard, given in our which runs, on the right, in a south-easterly direction towards La Bassée. This road formed the first line of the British trenches before the advance. At its -bags and earth, shown on the right in the foreground. The officer from whom our information was obtained states that this was the position nicknamed rs. On the left of the picture is seen what was once a small orchard enclosure, and another road running up to Neuve Chapelle. Across this road was a

DRAWN BY S. BEGG FROM MATERIAL SUPPLIED

NFLICTED UPON US": THE ATTACK SHOWING NEUVE CHAPELLE, AND, TO THE RIGHT OF IT, T

British barricade, and facing it, a little further down the road, a German barricade. Three lines of the enemy's trenches, protected by *chevaux-de-frise*, lay between the B defences with an awful fire. At eight o'clock an Indian division, forming the right line of advance, dashed forward across the German positions, carrying all before them. their trenches were reached. The Germans on the right gave more trouble, as they had more cover and had not suffered so much from the bombardment. Their p inferno by the concentrated fire of our artillery and when this ceased, the British divisions fought their way up to the village and eventually cleared it. Towards the extrem

Y AN OFFICER PRESENT AT THE ACTION



THE BOIS DE BIEZ, TO WHICH THE GERMANS RETIRED

e British and the village. Our artillery bombarded the trenches in the early morning, before the attack, and swept away the m. The Germans made a disorganised resistance, as the shell-fire had quite demoralised them, and groups surrendered directly position had to be attacked several times before it was finally captured. Meanwhile Neuve Chapelle was turned into an eme left in the distance lies Aubers.—[*Drawing Copyrighted in the United States and Canada.*]

EXTENDING THE NEUVE CHAPELLE VICTORY: THE BRITISH A

DRAWN BY A. C. MICHAEL FROM MATERIAL SUPPLIED BY

"AT THE END OF THE DAY THEY REACHED THE ROAD KNOWN AS 'THE STREET OF HELL'": A

NEAR NEUVE CHAP

The village of Aubers, some two miles north-east of Neuve Chapelle, was made by the Germans into a strong position protected by lines of trenches. Near it is a road called the Rue d'Enfer, or Street of Hell. On March 10—the day of the capture of Neuve Chapelle—British troops attacked a main German trench on a road near Aubers, and took it, making it a base for another attack next day. In the early morning mist of the 11th three British regiments formed up on the r and rifle the 7th

ATTACK ON AUBERS—CHARGING GERMAN TRENCHES.

ED BY AN OFFICER PRESENT AT THE ACTION.

A GALLANT BRITISH CHARGE UPON THE GERMAN ENTRENCHMENTS OUTSIDE AUBERS, APELLE.

e roads, and in three lines rushed towards the German entrenchments protecting Aubers. They suffered severely as they advanced, from shells, machine-gun rifle fire, and hand-grenades, but with great dash carried the position. Sir John French reported that further progress towards Aubers had been made by th Division, who, after very severe fighting against strong German reinforcements, captured 612 prisoners.—[*Drawing Copyrighted in the United States and Canada.*]

THE FIGHT FOR THE NARROWS: THE STRAIT; AND A SUNK BATTLE-SHIP.

Photograph of the "Bouvet" by Bar.

ON THE EUROPEAN SIDE OF THE NARROWS, THE MOST STRONGLY FORTIFIED PART OF THE DARDANELLES, WHICH THE ALLIED FLEETS ARE ENGAGED IN FORCING: KILID BAHR, WHERE ONE OF THE FORTS IS SAID TO HAVE BEEN BLOWN UP DURING THE BOMBARDMENT ON MARCH 18.

BLOWN UP BY A DRIFTING MINE AND SUNK, OFF ERENKIOI IN THE DARDANELLES: THE FRENCH BATTLE-SHIP "BOUVET," WHOSE GALLANT CREW, UNHAPPILY, NEARLY ALL PERISHED IN HER.

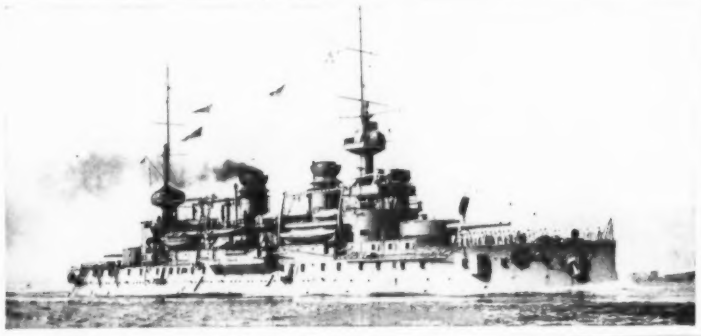
ON THE ASIATIC SIDE OF THE NARROWS: CHANAK, WHERE THE MAGAZINE OF ONE OF THE TURKISH FORTS IS SAID TO HAVE BEEN EXPLODED BY A SHELL FROM THE ALLIED FLEET DURING THE BOMBARDMENT ON MARCH 18.

A sad disaster to the French fleet occurred during the naval bombardment of the Turkish forts at the Narrows in the Dardanelles on March 18. The French battle-ships "Bouvet," "Suffren," "Gaulois," and "Charlemagne," after advancing up the Straits and engaging the forts at closer range, were then relieved by British vessels. The Admiralty account says: "As the French squadron, which had engaged the forts in the most brilliant fashion, was passing out, 'Bouvet' was blown up by a drifting mine and sank in thirty-six fathoms north of Erenkioi village in less than three minutes. . . . Practically the whole of the crew of the 'Bouvet' were lost with the ship, an internal explosion having apparently supervened on the explosion of the mine." The number of survivors was given as 64 in an official French *communiqué*. The British commander, Admiral De Robeck, said in a cable to the Admiralty: "I desire to bring to the notice of their Lordships the splendid behaviour of the French Squadron. Their heavy loss leaves them quite undaunted. They were led into close action by Rear-Admiral Guepratte with the greatest gallantry." It has been stated by an eye-witness of the operations on the 18th that forts were blown up both at Kilid Bahr and at Chanak, which face each other at the Narrows on the European and Asiatic shores respectively.

"SHIPS' CASUALTIES": ALLIED AND ENEMY VESSELS SUNK OR DAMAGED.

Photographs by Topical, Marius Bar, Cribb, and Symonds.

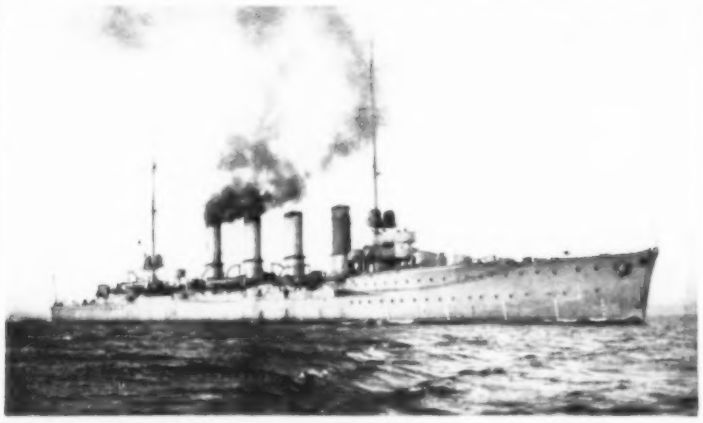
HIT BY A HEAVY SHELL IN HER FORWARD CONTROL-POSITION DURING THE DARDANELLES OPERATIONS: H.M.S. "INFLEXIBLE."



DAMAGED BY GUN-FIRE DURING THE ATTACK ON THE DARDANELLES: THE FRENCH BATTLE-SHIP "GAULOIS."

SUNK IN THE DARDANELLES, PROBABLY THROUGH STRIKING A DRIFTING MINE: H.M.S. "IRRESISTIBLE."

SUNK IN DEEP WATER IN THE DARDANELLES BY STRIKING A MINE: H.M.S. "OCEAN."



THE GERMAN CRUISER WHICH THE ADMIRALTY BELIEVE TO HAVE BEEN SUNK LAST NOVEMBER: THE "KARLSRUHE."

Three ships—two British and one French (the "Bouvet")—were lost during the general attack on the Turkish forts at the Narrows in the Dardanelles on March 18. The Admiralty report stated: "At 4.9 'Irresistible' quitted the line, listing heavily; and at 5.50 she sank, having probably struck a drifting mine. At 6.5, 'Ocean' also having struck a mine, both vessels sank in deep water, practically the whole of the crews having been removed safely under a hot fire. The 'Gaulois' was damaged by gun-fire. 'Inflexible' had her forward control position hit by a heavy shell, and requires repair. . . . The 'Queen' and 'Implacable,' who were despatched from England to replace ships' casualties in anticipation of this operation, are due to arrive immediately." — The Admiralty announced on the 20th: "There is every reason to believe that the 'Karlsruhe' was sunk in the neighbourhood of the West Indies at the beginning of November, and that those of the crew who were rescued reached Germany in the steamship 'Rio Grande,' which had been acting in consort with the 'Karlsruhe' early in December."

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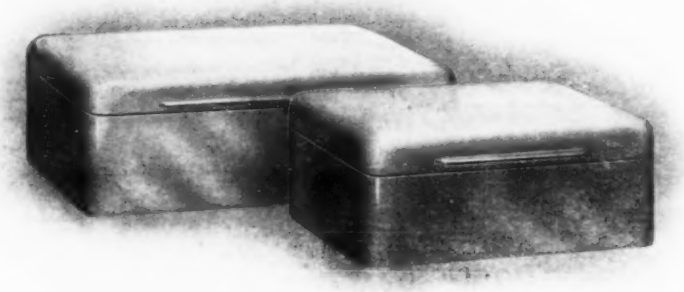

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NEW NOVELS.

"The Voice of the Turtle." The silent scances in a doctor's waiting-room have always their obvious potentialities for gloom; but to discover their humour the patient awaiting a sentence of operation must be a humourist indeed. We are sure that Mr. Frederick Watson has been through the ordeal he describes in the first chapter of "The Voice of the Turtle" (Methuen), and found it, with rare philosophy, more profitable to fit romances to his fellow-victims than to speculate on the verdict to be announced presently in the room beyond. The realism of the waiting-room in his novel is accordingly tempered by the whimsical encounter of a young man and a maiden, a very hopeful curtain-raiser to comedy. There, it must be confessed, begins and ends the best part of the story. It is so excellent, this light passage on the threshold of terrors, that the side-splitting farce of Mr. and Mrs. Floss in a country house ranks, after it, as no more than mediocre fooling. Mr. and Mrs. Floss, risen meteor-like to great riches and awkwardly ambitious in their use of them, are figures too well known to ask for comment. "The Voice of the Turtle" is patchy, ranging from clever impressionism to extravaganza; but it "gets a laugh," as the actors say; and for that, in days when laughter is rare, let us all be duly thankful.

"Columbine." The work of Miss Viola Meynell shows its merits and demerits side by side in "Columbine" (Martin Secker). That the merits outweigh the disadvantages of a style frankly unconcerned with the obvious will be, of course, understood by those who have learned to look to Miss Meynell for demonstrations of the neatest craftsmanship. The writing, and the fine manipulation of her characters, are delightful; but between the author and her public—even the limited, appreciative public she has drawn from the multitude—there hangs a certain obscurity. Browning's obscurity was mainly a trick of elision; this is something different in essence, but in effect not less elusive. Miss Meynell, weaving colour and pattern into her tapestry of life, seems careless that her audience remains, over and over again, to watch these wonders from the other side of the frame. She shows the threads, while the inwardness of the design she keeps for herself; and the exasperating part of it is that the design is really complete, really a thing of finished joy—on the right side. Miss May Coleridge, another rare woman writer of our time, had, it will be remembered, the same "scornful nostril and high head" for the simple reader, an attitude paradoxically compatible with a most gentle spirit and a sincere and delicate art.

BRINGING NEWS FROM THE FRONT: A NATIVE "GALLOPER" IN AN INDIAN CANTONMENT IN FRANCE.

The mounted Indian orderly officer shown is one of a type now familiar on the roads in many parts of France. Indian horsemen are often to be met with hastening to and fro between camps and cantonments carrying messages and orders.

Photographs by Gendreau.

AMONG ORIENTALS CLEANLINESS IS NEXT TO GODLINESS: AN INDIAN CANTONMENT WASHING-PLACE.

Here we see an incident of every-day life in an out-of-the-way corner of one of the Indian cantonments in France where regiments of the Indian Corps not actually on duty in the trenches at the moment are kept in reserve. To the left is a Gurkha, recognisable by his short stature and slouch hat.

"Love in a Palace." The miniature of a fine young native officer of the Imperial Service troops will attract any normal novel-reader to proceed beyond the cover of Mrs. F. E. Penny's "Love in a Palace" (Chatto and Windus). Anticipations of an Eastern love-story, with intrigue and Oriental effects nicely administered, are gratified without undue delay, although the opening chapter, with its irascible Colonel and shipboard setting, is, perhaps, more to be endured than enjoyed with any sort of premonitory rapture. Mrs. Penny writes entirely without distinction, her preoccupation being a good plain story and no kickshaws—in which, it may be added, she succeeds to admiration. These are days when people turn to the library list for anodyne, with misgivings as to the power of any novel to keep the corner poster out of their heads or the latest newspaper out of their hands. We can recommend "Love in a Palace" to carry out its purpose. Here, at any rate, in this remote Muslim world, is an atmosphere to charm the senses to forgetfulness, if only for an hour, of the struggling, suffering, Western world. The unchanging East invites, and Mrs. Penny, intent on hospitality, stands beckoning at an open door.

In our page of portraits of officers "Dead on the Field of Honour," published in our issue of March 20, we included that of Major Francis Graham Richards, Royal Army Medical Corps, youngest son of Mrs. Richards, of Arnos Vale, Rostrevor, Co. Down, and regret that he was described as Captain. Major Richards was killed in action at Neuve Eglise, on March 5.

WHERE EVERY CASTE REQUIREMENT IS PROVIDED FOR: THE RATION-STAND IN AN INDIAN CANTONMENT IN FRANCE.

The most scrupulous and minute care has been taken by the British Army authorities to meet the religious and caste scruples in matters of eating and drinking of the native Indian troops of General Sir J. Willcocks' command, and the rations provided are practically the same as those served to them in India.

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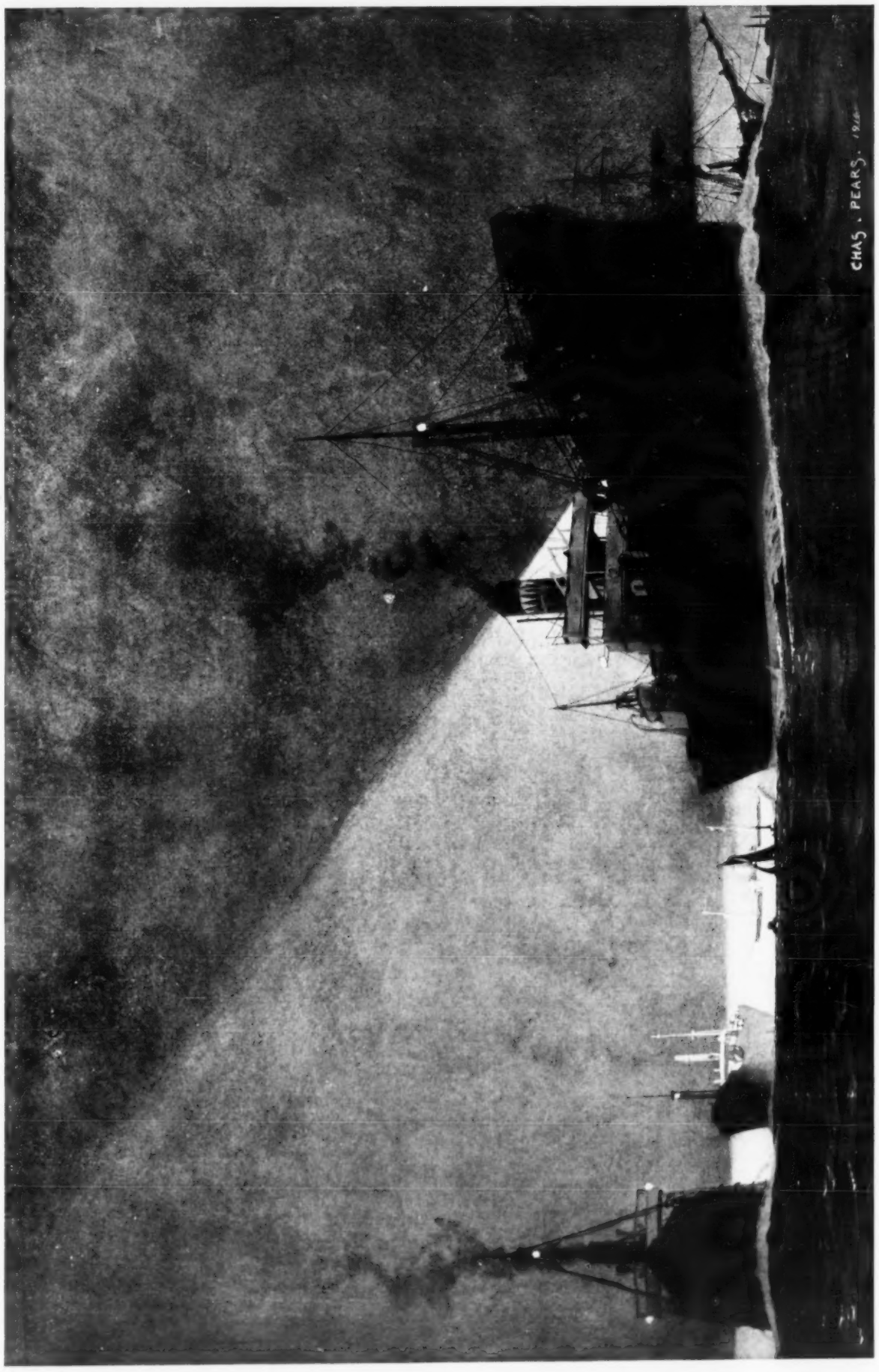

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WILLS AND BEQUESTS.

THE will (dated Jan. 16, 1907) of MR. PERCY HOLDEN ILLINGWORTH, late Chief Liberal Whip, of 102, Lancaster Gate, who died on Jan. 23, is proved by his brothers Harry Holden Illingworth and Albert Holden Illingworth, the value of the property being £105,618. Testator gives to his wife £1000 and the household effects and the income from the remainder, with power of appointment in favour of his children.

The will of MR. WILLIAM BRASS, of 13-14, Abchurch Lane, E.C., and 27, Brunswick Terrace, Brighton, is proved by William Brass, son, Samuel Walker, and George Bland, the value of the estate being £584,918. Testator gives £250 and the household effects, and during widowhood £2000 per annum, to his wife; £250 each to the executors; £250 each to his son William Brass and his daughter C. I. Brass; £1000 each to Edie Bassett, H. Brass, Clara Kennedy, S. Walker, and G. Bland; £100 each to A. Boltz, H. Colls, Jim McMillan, and I. C. Bell; and the residue to his children.

The will (dated Oct. 16, 1905) of COLONEL HENRY BROADLEY HARRISON-BROADLEY, M.P. for the Howdenshire Division, of Welton House, Brough, Yorks, who died on Dec. 29, has been proved, and the value of the estate sworn at £196,423. Testator gives £30,000 each to his children other than his son John; £5000 to Henry N. Babington; £500 each to the executors; and the residue in trust for his wife during widowhood, or an annuity of £500 should she again marry, and, subject thereto, for his son Captain John B. Harrison-Broadley.

The will and codicil of the EARL OF COURTOWN of Courtown House, Gorey, Ireland, who died on Nov. 28, are proved by his son the present Earl of Courtown and Viscount Monck, the value of the unsettled estate being £29,723. He appoints the funds of his marriage settlement and the "Goulburn trust funds" to his younger children. To his son the Hon. George F. W. Stopford he gave £5000; to his daughters the Ladies Charlotte Elizabeth Stopford and Eleanor Margaret Stopford £2500 each; and to his eldest son the residue.

The will and codicils of SIR HENRY DENIS LE MARCHANT, of Chobham Place, Surrey, and 44, Pont Street, who died on Jan. 21, are proved, and the value of the estate sworn at £92,284 5s. 5d. The Testator gives £3000 each to his grandchildren Ruth and Joan; £200 each to the Surrey County Hospital, St. George's Hospital, and the Poplar Hospital; £100 to the Hospital for the Paralysed and Epileptic; £500 to his son Edward; £1000 to his son Spencer; £100 a year to his daughter Amy Frances, while a spinster; £5000 to his wife; and legacies to executors and servants. The Chobham estate and one third of the residue he leaves in trust for his wife during widowhood, during which period £250 per annum is to be paid to the holder of the baronetcy, and subject thereto in trust for his son Denis. The remaining two-thirds is to be divided among all his children.

CHESS.

TO CORRESPONDENTS.—*Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.*

H LINDEMAN (Horsham).—Your problem shows continued advance in constructive skill, but it still lacks the essentials of a problem. The key is very obvious, and there is nothing in Black's defences possessing either variety or interest.

C GENOUD (Weston-super-Mare).—If we have received a correct transcript of your problem, there appear at least six solutions, as follows: 1. K to Kt 2nd, 1. K to R 2nd, 1. K to Kt sq (this is probably your own), 1. R to Q 2nd, 1. R to Q 3rd, and, finally, B takes Kt. White is altogether too strong. In future, submit your contributions on diagrams.

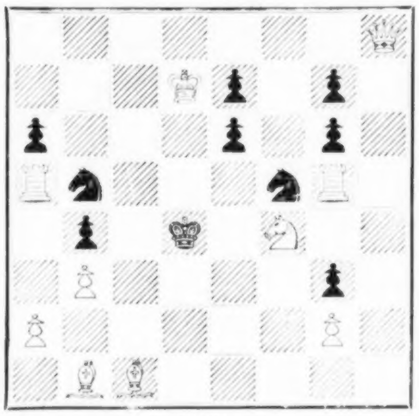
A G M (Lympstone).—Solutions will be accepted any reasonable time after publication.

A M SPARKE (Lincoln).—Thanks for your very acceptable problem.

PROFESSOR K P DÉ (Rangoon).—We always credit you with correct solutions, however long they may be in reaching us, as we know how disturbed the postal arrangements are at the moment, and, of course, we trust to the honour of our solvers at all times. (2) Write to *Chess Amateur*, Stroud, Glos., for catalogue.

PROBLEM No. 3696.—BY J. G. TEMPLER.

BLACK.



WHITE.

White to play, and mate in two moves.

SOLUTION OF PROBLEM No. 3693.—BY M. F. J. MANN

WHITE	BLACK
1. Q takes P	Kt to K 5th (ch)
2. K to K 7th (ch)	Kt to B 3rd (ch)
3. Kt takes R (dis. mate).	

If Black play 1. Kt to Kt 3rd, 2. K takes P (dis. ch); if 1. K takes Kt, 2. K takes P (ch); if 1. Kt to K 3rd, 2. K to K 7th (ch); and if 1. K to K 6th, 2. R takes B (ch), 2. K takes Kt, or moves, 3. K takes P or Kt to R 5th (mate).

CORRECT SOLUTIONS OF PROBLEM No. 3686 received from C A M (Penang), and Professor K P De (Rangoon); of No. 3687 from Professor K P De, and W E D Farmer (Monarch, Canada); of No. 3690 from H J B Zendley (Guelph, Canada), and W F H Carvell (Charlottetown, Canada); of No. 3691 from J B Camara (Madeira); of No. 3692 from J J Dennis (Gosport), J B Camara, Blair H Cochrane (Harting), and J Marshall Bell (Buckhaven, Fife); of No. 3693 from G Cooper (Broadmoor), and H W Willmore (H.M.S. *Hardy*).

CORRECT SOLUTIONS OF PROBLEM No. 3694 received from Rev. J Christie (Redditch), H Grasett Baldwin (Guildford), Blair H Cochrane, F Wilkinson (Bristol), J Fowler, J Smart, A H Arthur (Bath), H Lindeman (Horsham), G Stillingfleet Johnson (Cobham), R C Durell (South Woodford), R Worters (Canterbury), H S Brandreth (Falmouth), G Cooper, A L Payne (Lazonby), G D Frankland (Atherton), A G M, A W Hamilton-Gell (Exeter), F J Overton (Sutton Coldfield), Camille Genoud (Weston-super-Mare), H B Morris (Leicester), E J Winter-Wood (Paignton), Arthur Perry (Dublin), Captain Challice (Great Yarmouth), and R Hamond.

CHESS IN LONDON.

Game played at the City of London Chess Club, between Messrs. P. W. SERJEANT and T. GERMANN.

(Queen's Pawn Game.)

WHITE (Mr. S.)	BLACK (Mr. G.)
1. P to Q 4th	P to Q 4th
2. P to Q B 4th	P to K 3rd
3. Kt to Q B 3rd	Kt to K B 3rd
4. B to Kt 5th	B to K 2nd
5. P to K 3rd	Q Kt to Q 2nd
6. Kt to B 3rd	P to Q R 3rd
7. Q to B 2nd	P takes P
8. B takes P	P to Kt 4th
9. B to Q 3rd	B to Kt 2nd
10. Castles	R to Q B sq
11. Q R to Q sq	Kt to Q 4th
12. B takes B	Kt takes B

Q takes Kt seems more natural, and if 13. P to K 4th, Kt to B 3rd. Black loses time over these manœuvres of the Knights.

WHITE (Mr. S.)	BLACK (Mr. G.)
13. P to K 4th	Kt to B sq
14. K R to K sq	Q Kt to Kt 3rd
15. P to Q 5th	P takes P
16. Kt takes Q P	Castles
17. Kt to B 6th (ch)	

A clever combination that wins material whatever is done.

WHITE (Mr. S.)	BLACK (Mr. G.)
17.	P takes Kt
18. B takes P	P takes B

He is not compelled to give up his Queen, and we cannot see that anything is gained by exchanging it for three pieces. Kt to Q 4th is the alternative.

WHITE (Mr. S.)	BLACK (Mr. G.)
19. R takes Q	K R takes R
20. Q to B 5th	P to B 4th

A blunder which loses a piece. Black might as well have resigned here.

WHITE (Mr. S.)	BLACK (Mr. G.)
21. P takes P	R to Q 4th
22. Q to R 7th	B to B 3rd
23. P takes Kt	Kt takes P
24. Q to R 6th	B to Q 2nd
25. Q to K B 6th	R to Q 3rd
26. Q to Kt 5th	B to K 3rd
27. Q takes P	Q R to Q sq
28. P to K R 3rd	B takes Q R P
29. R to K 8th (ch)	R takes R
30. Q takes R (ch)	K to Kt 2nd
31. Q to Q Kt 8th	R to Q 8th (ch)
32. K to R 2nd	P to Q B 3rd
33. Q to Kt 4th	B to Q 4th
34. Q to B 3rd (ch)	P to B 3rd
35. Kt to Q 4th	R to K B 8th
36. Kt to B 5th (ch)	K to B 2nd
37. Q to K Kt 3rd	R to K 8th
38. Kt to K 3rd	Kt to K 4th
39. Kt takes B	P takes B
40. P to B 4th	R to K 5th
41. P takes Kt	P takes P
42. Q to B 3rd (ch)	K to K 3rd
43. Q takes R	

The shortest way. White must now Queen one of his Pawns.

In connection with the German submarine war on merchant vessels, it is of interest to mention that the proprietors of Perrier, the French Natural Table Water, are offering £100 to the captain and crew of the next British or French merchant ship which destroys a German submarine.

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OXO IN EMERGENCIES.

This interesting photograph and letter have been sent to OXO Ltd. from one of the British Hospitals in France.

A village at the Front, NORTH FRANCE.

"I enclose photo taken at a field hospital at present situated in an old French chateau, a few miles from the firing line, where only the worst cases that cannot travel are kept

It did not strike me that this would make a good advertisement for your firm until after it was developed. I took it as I wanted a record of one of the most interesting cases it has been my privilege to tend. He was badly wounded in five places by shrapnel bullets—one through his palate—another through his forearm, a fourth and fifth in his back. It is a remarkable case, but with the careful treatment and constant care that have been his lot, he has recovered, as you see by the photo.

Owing to his palate being broken, he could only take liquid food, and I have no hesitation in saying that we have found OXO to be invaluable in keeping up his strength, and he prefers it to any other food."

OXO IS INVALUABLE IN THE HOSPITALS AS WELL AS IN THE TRENCHES.

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THE CALL – AND THE CLOTHES – OF THE SPRING.

A WOMAN always hears the call of the spring—for new clothes. You see, she has been listening, and longing, for it! But this year the call is compelling, rather than cajoling. For seldom has Fashion effected such sudden and complete changes, the most startling being the introduction of several extra yards of material into our skirts. At first, and though it obviously meant a new freedom and comfort, there was resentment rather than enthusiasm, this being due to the rumour of a measurement of eight or nine yards at the hem and the raising of this hem from the ground to the same number of inches. But the new skirt has already adapted itself to the more general requirements of the woman who has no desire to create a sensation. And she will find herself well suited by skirts which measure from four to five yards round, and which clear the ground by the same number of inches. Thoroughly attractive are these models, more particularly when their fullness is attached to a plain hip-yoke, and when they are bound with braid. Whipcords and covert coatings of drab, putty, beige, and grey shadings are, however, going to win popularity before the turn comes of the taffetas silk which—in black and colours, plain and shot and embroidered—is going to score another triumph a little later. In the meantime, it is making a modest but attractive appearance as a trimming.

Of course, the shortening of the skirts has entailed a corresponding curtailment of the coats, and these are now rather jaunty little garments, which in some cases only just reach to the waist, and pay the flattery of imitation to the bygone bolero. Their rather looser, fuller cut at the back, however, makes them somewhat more becoming to the larger-waisted figures of to-day; but, even then, there are many women who will be thankful that other coats reaching to the hips are also available, these being cut to hang straightly and loosely, or else being just slightly caught in at the waist by a broad half-belt or an all-encircling one buckled low down in front.

Still another detail of dress to undergo a marked change is the collar—and, indeed, we must see to it that what we gain in freedom in our skirts is not discounted by a loss of ease in our neck-wear, and so must make a determined and unanimous choice of those collars which will, at any rate, leave the front of our throat free.

There is plenty of choice in the way of millinery, and though many hats are smaller than ever, there are others of the very large and picturesque variety, a good proportion of these wide-brimmed models being fashioned of silk or aerophane—or both. This latter, a softly semi-transparent fabric, is also being used a great deal for the modelling of the sprays of flowers which are laid along the front of the wide-brimmed shapes or else wreathed round the crown of the smaller silken or satin head-gear, the fabric hat being really more in evidence at present than the straw models. Flowers of all kinds and colours are an almost universal adornment: they may either be creations whose realism might well make Nature jealous, or else obviously but most decoratively artificial affairs of aerophane and bead-work, the very latest and quaintest conceit of all, too, being the use of a wreath of flowers and buds whose flattened and faded appearance suggests that they have been subjected to the once-popular "pressing" process! To introduce just one bright blossom into the midst of some soft plumage trimming is also new and pretty; and, apropos of plumage, some very tall and militant arrangements are to be found on certain severely simple straw shapes which represent the other extreme of millinerial styles and smartness. But *the* most distinctive feature of the new millinery is the long veil of lace, or the short one of net, edged with silk, which is a permanent trimming as well as a protective addition, and which adapts itself to so many different positions and requirements with equal ease and grace that it is to be welcomed and worn with enthusiasm.

Then, of course, the new shortness and "flare" of the skirts demand very smart footwear, high boots being in every way most suitable. There are plenty which just show the effective contrast of a patent vamp, with uppers of cloth or suède, a choice of grey, navy-blue, khaki, and putty being available, and so assuring a good match for the majority of costumes. By the way, a device of fine black braiding appears at the sides of some of these front-lacing boots, but only the woman whose ankles are really slender should dare to display this decoration. It is significant, too, of the coming vogue for a combination of navy-blue and a new shade of grey, that shoes are being made in navy-blue glacé with grey tops.

And with all these new needs—and expenses—something must still be reserved for a supply of the petticoats which once again are to be an essential item of attire. Their reappearance is being celebrated by a new smartness of shape and much dainty detail of trimming, many of them, too, being just simply finished off—like the outer skirts they are to accompany—with a scalloped hem, though a soft satin or silk or crêpe-de-Chine or buttonhole embroidery or picot edging will take the place of braid.

THE SPRING FASHION OF 1915: AN AFTERNOON FROCK.

This original model has a semi-fitting bodice of powder-blue velvet with a skirt of mousseline de soie hemmed with blue velvet and taffeta roses. The buttons are blue, and the bodice is cut with a square decolletage.

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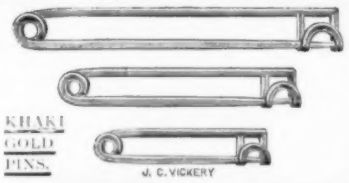

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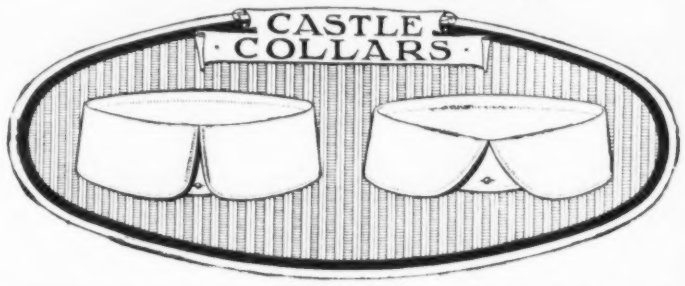

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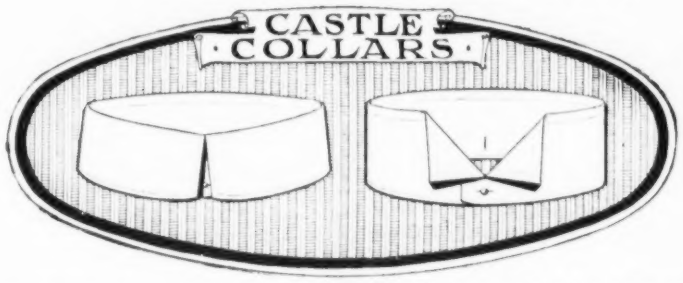

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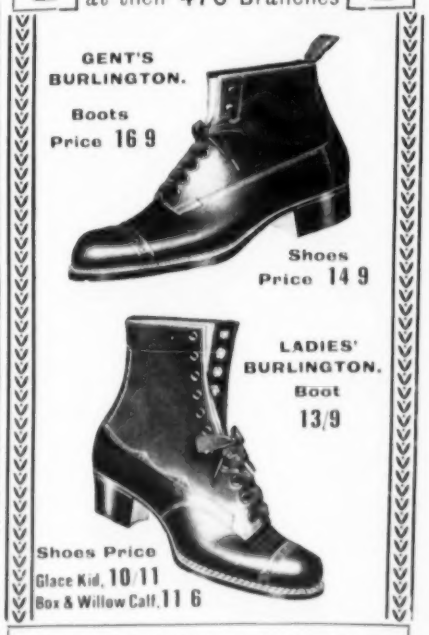

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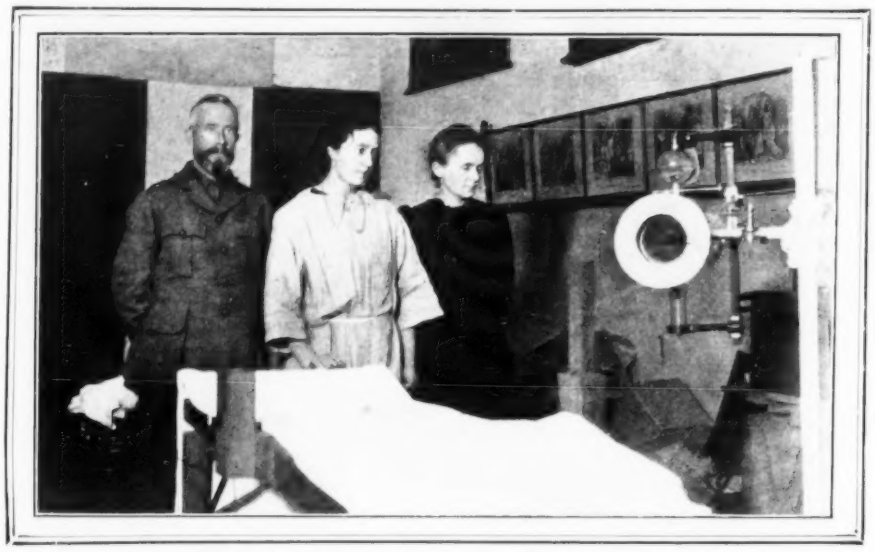
LITERATURE.

"A Surgeon in Belgium."

Whatever books the war may produce—and they will doubtless be legion—there will be few among them of deeper interest, within its particular scope, and of more winning personal appeal than that in which Dr. H. S. Souttar has described some of his experiences and impressions as Surgeon-in-Chief of the British Field-Hospital in Belgium, under the title "A Surgeon in Belgium" (Edward Arnold). The work of the hospitals and the ambulances reveals at once the most terrible and the most inspiring aspects of war, the former seen in the horrible injuries inflicted on the soldiers in the fighting, and the latter in their cheerful endurance of suffering and the heroic efforts of doctors and nurses and assistants to succour and heal those under their charge. Dr. Souttar's excellently written record is full of the vivid pathos of the tragedies he has witnessed; but he has at the same time infused into it a wonderful spirit of cheeriness and sympathy which must be the military surgeon's finest asset, and he shows that even amid the horrors of war it is possible to preserve a sense of humour. The lighter incidents of the hospital staff's grim and arduous tasks relieve the tragedy of the story; and the author's generous personal tributes to colleagues, nurses, friends, and patients, to the Belgian soldiers, priests, and nuns, and the Belgian people generally, add greatly to the human interest. The hospital was first established at Antwerp, whence the patients had all to be removed, almost at the last moment, under stress of the bombardment. The migration was attended by many perils and adventures. After a temporary dissolution, the hospital was re-established at Furnes, where it began its connection with Dr. Hector Munro's famous Flying Ambulance. Incidentally, we get interesting glimpses of the King and Queen of the Belgians, of Mme. Curie, the great French scientist, and other distinguished people. The tale of the hospital's vicissitudes will appeal especially, of course, to the medical and nursing professions, but not to them only, for the book is essentially a human document and not a technical treatise. From Antwerp the author visited ruined Termonde, Malines, Lierre, and Contich, and from Furnes he went to Ypres and Pervyse. His denunciation of the Germans—of their wanton outrages, their cruelty, and their abuse of the Red Cross—is unqualified and complete. Some may have ascribed the charges made against them to the exaggerations of sensational journalism, but we have them here on the word of a level-headed and responsible Scottish surgeon, who, as a man of science, is not likely to make wild and inaccurate statements, and who writes from personal knowledge. After speaking of our "incalculable debt to Belgium," he concludes, in the course of some general remarks on the war, that "the only end which can bring peace to Europe is the total annihilation of Germany as a military and naval power."



WITH HER X-RAY APPARATUS, WHICH SHE USED AMONG THE WOUNDED: MME. CURIE (ON THE RIGHT) VISITING THE BRITISH FIELD-HOSPITAL AT FURNES.

"One of our most distinguished and most welcome visitors was Mme. Curie, the discoverer of radium. She brought her large X-ray equipment to Furnes for work amongst the wounded. . . . Mme. Curie . . . in a very short time had taken radiographs of all the cases. . . . Mlle. Curie developed the plates."

From "A Surgeon in Belgium," by H. S. Souttar, F.R.C.S. (Edward Arnold.)

A Handy Book on Ships in the War.

A book of reference, containing details of information which should prove useful and interesting to everybody who follows the naval war news from day to day, is "Fleets of the World, 1915. Compiled from Official Sources and Classified According to Types" (Illustrated; Eveleigh Nash). The contents take cognisance of all navies—details are given of even the Siamese warships—but, of course, attention is mainly paid to the fighting vessels of the belligerent fleets. So closely has the volume been brought up to date that the ships of our new *Royal Sovereign* and *Revenge* class, which represent the latest of all classes, are dealt with. The reader will also find all he needs to know about the fighting capacity of the *Queen Elizabeth*, of other ships which bulk largely in the popular eye just now, as well as information in regard to the German submarines whose piratical doings occupy the general attention. There are 103 clearly reproduced photographs of every class of craft, including those of vessels we constantly hear mentioned—Sir John Jellicoe's flag-ship, the *Iron Duke*, for one; the *Lion*, of Dogger Bank Battle fame, for another; the *Tiger*; Admiral Sturdee's flag-ship the *Inconstant*, the *Sydney* (which sank the *Emden*), the *Badger* (which so dramatically rammed a German submarine off Dover), and others. The book is handy in shape, well printed, and attractively produced.

Four new volumes have been added recently by Messrs. Macmillan to their new "Service" edition of the prose works of Rudyard Kipling. These four contain, in two volumes each, "Many Inventions" and "The Naulahka," the story of the Western girl who felt a call to go to the East and work for bettering the condition of the women of India, and who found there other adventures. In this book, it will be recalled, Kipling collaborated with Wolcott Balestier. There is something about Rudyard Kipling's work, apart from its military and Indian interest, that makes his books peculiarly appropriate for reading in war time. The new edition should swell the legion of his readers.

PUBLISHERS' ANNOUNCEMENTS.

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writing to the Publishers, says

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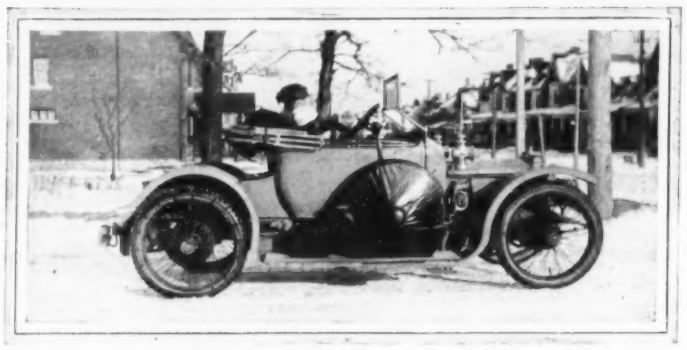
THE CHRONICLE OF THE CAR.

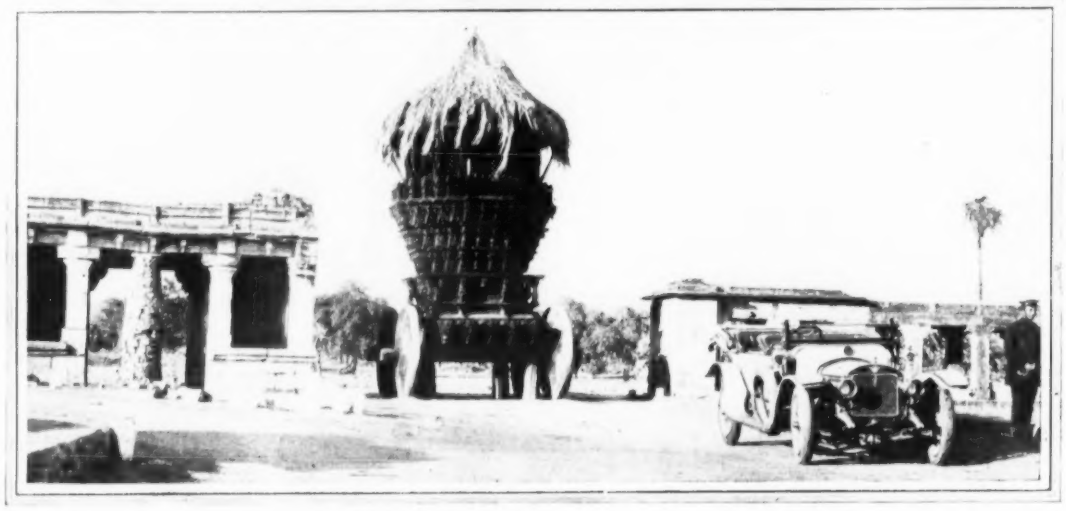
British Makers. I was very glad to see that young Mr. Ford, of the American car of that name-fame, has bought a 12-h.p. two-seater Rover. I am quite sure he will not care for his own factory's production after using the British car. Really, British makers of automobiles and parts ought to be very proud men to-day. People who have only a small sum of money at their disposal buy, say, Ford cars, but as soon as they can possibly scrape the money together after acquiring a real taste for motoring, they scrap the Yankee and buy a British car. And quite right, too, as motorists need never go outside their own country's wares to get satisfaction.

As an example of a quiver of cars to suit all pockets, all British-made, I will mention half-a-dozen, and not one upon which you need have any fear of trouble. The six makers I have in mind are: Humber, Rover, Arrol-Johnston, Austin, Vauxhall, and Straker-Squire. Here are British builders of motor-cars from £100 up to £1000; each has its special good points, each is distinctive in design and powers, and out of the bunch should be found a car to suit every purse. I do not often take the trouble of picking out special cars for mention, but with the pleasant cold, sunny days we have had lately has come a full letter-box of what cars to buy.



A FAMOUS CAR IN THE GREAT DOMINION: A 15-H.P. STRAKER-SQUIRE IN CANADA.

Large Choice. At the present time there are some two hundred different car-makers, each with his own *clientèle* and band of enthusiastic supporters who declare each car—the one they drive—is *the* car. But with such a large choice one must cut down the field to a reasonable limit; that is why I take the half-dozen already mentioned as a basis for a wide range of buyers. Take Arrol-Johnston cars for a moment, and consider what they offer. Here you have three models—11·9-h.p., at £260; 15·9-h.p., at £320; and 20·9-h.p., at £350. Besides these, this firm build electric cars. All are fairly speedy, good hill-climbers, and have a smart appearance, while their price is quite moderate. With Austin a still bigger power is offered to the purchaser, as though two models—the 12-14-h.p. and the 20-h.p.—are the standard, this firm also build a 40-h.p. One can buy either of these models with or without electric-lighting plant, and with or without an engine-starting equipment. Consequently, the 12-14-h.p. Austin car costs you £266, £298, or £314, according to whether you have no electric-light, electric-light, or electric-light and starting equipment respectively. The same applies to the bigger 20-h.p. Austin at prices accordingly—£445, £479, and £512, and as much more as you like to spend on coach-work and its fittings. Here you have a powerful chassis capable of taking any type of open or enclosed body, and carrying them fast and well with comfort to the traveller.



CARS OLD AND NEW: A 15-H.P. AUSTIN AND THE CHARIOT OF A GOD.

This photograph was taken at Banshankari, a place of local pilgrimage and religious fame in the Bijapur District of the Bombay Presidency. The ancient chariot is occupied on festival days by the idol of the god to whose shrine the pilgrims go. The Austin belongs to Mr. C. N. Seddon, of Poona.

Accommodating Humber. I included the Humber in my choice of makers because of its accommodating qualities in the matter of prices. Ranging from the Humberette, costing about £90, you can get more power as your expenditure rises—£310 for the 10-h.p., £350 for the 11-h.p., and £415 for the 14-h.p. Humber, all including C.A.V. dynamo lighting set and self-starter. They are all good value for money, though I personally have a preference for the 11-h.p., as it runs very sweetly and pulls like an elephant. All the Humbers are greatly improved cars, and deserve every confidence—a feeling that goes a long way in the mind of a buyer of a car once in about four years or so.

A car that needs few words of mine to recommend its place in this list is the "fifteen" Straker-Squire. The one-model-one-maker policy of this firm has aptly proved the exception of the proverb of "putting all one's eggs in one basket." The one-model Straker-Squire has proved an unqualified success. A very speedy car, costing about £450, is capable of taking all types of coachwork. It has somewhat grown in size from its original 15-h.p., and now is really a 20-h.p., though it develops more than double this power.

The success of this one-model policy no doubt led to the adoption of the 12-h.p. Rover as the only model built by this old firm. One good model is worth a dozen

(Continued overleaf.)

A
PARABLE OF PARA.

The tale of the man who bought not wisely but too well.

CHAPTER THE SECOND.

NOW it came to pass that the two travellers were delayed on their journey. "Look!" cried he who had bought wisely; "thine ass has cast a shoe." And it was even so. So they tarried awhile, and he who had bought too well shod his beast with a shoe that he had to spare. And the wise man smiled again in his beard, and they continued on their way, the one with the other. And behold the way was exceeding rough, and they were yet again delayed. "Look, friend, thy beast has cast another shoe!" And it was even so. So he shod his beast with yet another shoe, but was sore distressed, for the way was long and hard, and he felt not safe. And they continued on their way, the one sore troubled in his mind, and they spake not the one to the other. *(To be continued.)*

MORAL:—Depend not on quantity but quality.

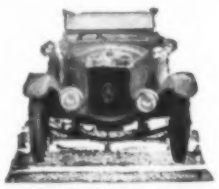
Published by
THE DUNLOP RUBBER CO., LTD.,
Para Mills, .. Aston Cross, .. Birmingham,
Founders of the Pneumatic Tyre Industry throughout the World.

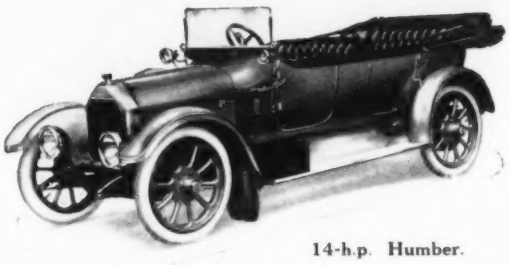
Her gears are bust
Her engine's rust
I cannot sell her—though I must!

THE American idea of running a light, cheap, "bouncy" motor-car to pieces in a very few seasons is *not* economical. It puts one in the cheap car class without effecting a saving.

15·9 h.p. Arrol-Johnstons bought for £400 in 1910-11 are selling again to-day at about half the original cost—and are good for *another* five years. Such second-hand cars are excellent investments, if low price is a consideration. They last.

ARROL-JOHNSTON, Ltd., DUMFRIES.





14-h.p. Humber.

"EFFICIENCY, appearance and completeness at a strictly moderate figure" — thus "J. O.," of the *Westminster Gazette*, sums up the 14-h.p. Humber.

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AGENTS EVERYWHERE.

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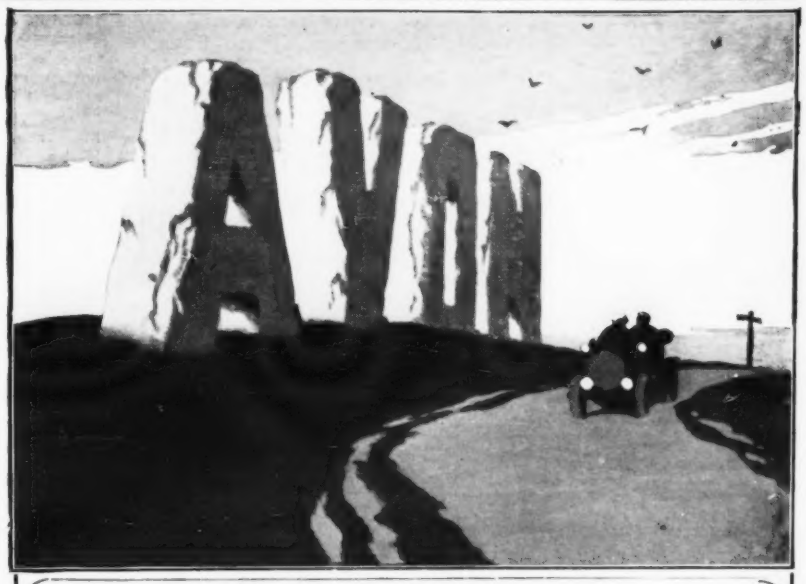

ELOQUENCE
in a single word.

ELOQUENCE is often achieved in a single word. "AVON," for example, suggests unvarying quality, efficiency, superiority; and sums up in a flash so much of what makes motoring worth while—the fascination of silent speed, the comfort of perfect resilience, the safety of sturdy strength.

¶ Many a car owes its reputation for luxurious springing and "lightness on tyres" to British

AVON TYRES

The Avon India Rubber Co., Ltd., 19, Newman St., Oxford St., W. Works—Melksham.
Depots: Manchester, Birmingham, Glasgow, Bristol, Newcastle, Aberdeen, Swansea, Nottingham, &c.

Vauxhall
THE CAR SUPEREXCELLENT

THE Vauxhall gives per sovereign a value of power and refinement that attracts the *expert*, who takes a cool view and buys on intrinsic merit.

The Vauxhall company has the honour of carrying out a large War Office contract for the supply of its 25-h.p. model.

Vauxhall owners are reminded that the enlarged workshop at the London showrooms affords special advantages for carrying out repairs, and for fitting electric lighting set and engine starter to cars at present without this equipment. Reasonable terms will be quoted, on application, for both classes of work.

VAUXHALL MOTORS (1914) LIMITED.
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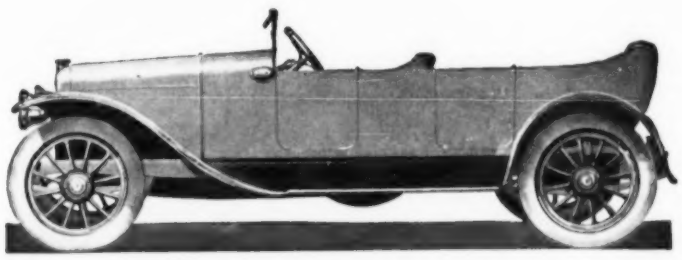

Austin

20-h.p. SPORTS-TYPE MODEL as illustrated

10 ft. x 6 in. wheelbase with 4-cyl. engine 3¾ in. by 5 in. bore and stroke; high-lift cams, and extra large carburetter. 820 x 120 Austin detachable wheels, with spare; 920 x 120 Dunlop grooved tyres to all wheels. Standard gear ratio 15 x 59; special pattern radiator; roomy, four seated, low built body, wind screen, instrument board, "one-man" waterproof canvas cape hood. Well in step and bracket for spare wheel. Tool-box in body; speedometer and mileage recorder; electric lighting equipment, consisting of dynamo, switchboard, battery, two powerful headlights, side and tail lamps. Painted and trimmed to client's selection. Horn, lifting jack, tyre pump, tyre levers, and full kit of tools. Price to Specification 1. **£650**

The "sporting idea" in cars.

To the motorist who appreciates a car of the sporting type, the model illustrated and the special features embraced in its design, will certainly appeal. There are really few cars of such a type on the market which actually combine the sporting idea with the equally important one of comfort. Yet this model possesses the very feature which is never one at all in most cars of its class—the embodiment in its design of such mechanical details as give it the sporting touch; of coach-work which ensures comfort, and of finish which calls for admiration. Full details of this, and 12/14-h.p., 20-h.p., and 30-h.p. cars on application. (All orders are placed on the Waiting List for attention in rotation.)

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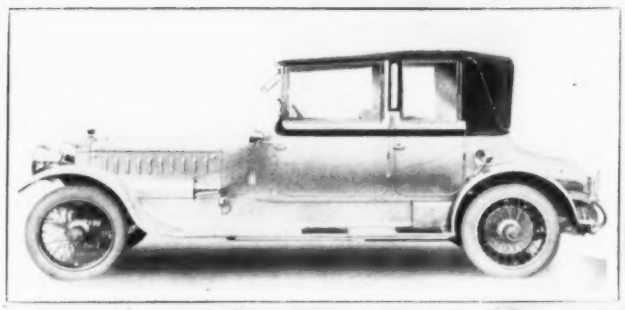
STRAKER-SQUIRE

THE WORLD'S BEST Medium-powered car.

"ALL BRITISH, and to its last nut all good. By common consent the STRAKER-SQUIRE is without its superior at its power."
—Town Topics.

STRAKER-SQUIRE (1913), Ltd., 75, Shaftesbury Avenue, London, W.



LIGHTED FOR WILD-BEAST SHOOTING: A SPECIAL DAIMLER SIX-CYLINDER CAR.

This car possesses great power and flexibility. It was made for H.H. the Maharaj Rana of Dholpur. The lights are specially arranged to enable shooting at wild animals as the car passes.

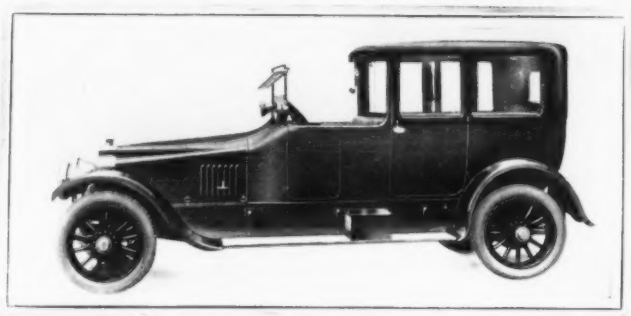
(Continued.)

indifferent ones, and the 12-h.p. Rover jumped into fame two years ago, and still holds pride of place in the "twelves." Now fitted complete with electric-lighting and engine-starting plant of the Rotax system, it is good value for its £350 inclusive price ready for the road.

Victorious Vauxhall. After winning a host of hill-climbing and other road competitions, the Vauxhall has developed into the big-car class, so that its price ranges from £650 to £1000 complete. During the Grand Prix at Lyons last year I had ample opportunities of testing its speedy qualities on the French roads, and nothing could have been more enjoyable, for it was so flexible and easy to drive at a very high rate of speed with a big load up.

Some Tyres. As for what tyres to use on the wheels, the present-day motorist has a wide choice. Dunlops, Avon, and Wood-Milne, all British productions, are quite reliable; and Goodrich (the best American) and Michelin (the best French tyre) should satisfy most people. The life of a tyre depends so much on the way of the driver and the car it is fitted on, that it is impossible to say any particular one is the best tyre to buy.—W. W.

Although Easter will probably be quieter than usual, a pleasant and restful time may be enjoyed on the South Coast. Testimony to the recuperative qualities and tonic of the air is that the Indian and other brave troops are now undergoing treatment at Brighton and other South Coast towns. Brighton, Worthing, Seaford, Eastbourne, Bexhill, St. Leonards, Hastings, Littlehampton, Bognor, Southsea, Portsmouth, and the Isle of Wight are making efforts to satisfy their patrons by providing good music and other attractions. Their proximity to the Metropolis makes these towns convenient for any who must be near London. The Brighton Company has made special arrangements, and details will be sent on application to the Superintendent of the Line, Brighton Railway, London Bridge.

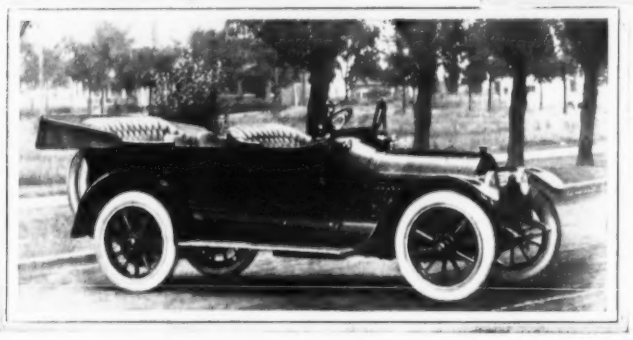


A 1000-GUINEA VEHICLE: A NEW VAUXHALL-GRANTLEY SIX-CYLINDER LIMOUSINE.

This 35-h.p. car is very handsomely finished, and shows the latest ideas in high-grade English coach-building. It is provided with every convenience.

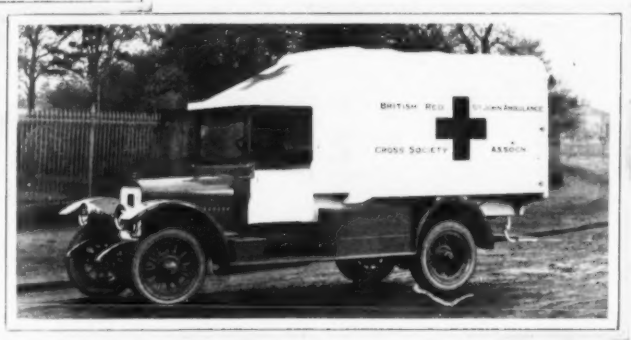
EXCELLENTLY APPOINTED: A NEW TWO-SEATER ROVER 12-H.P. CAR.

This latest Rover is admirably appointed throughout.



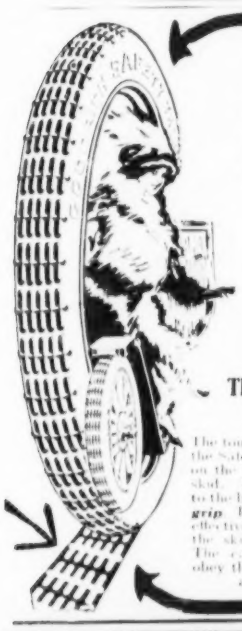
FOR SEVEN: A NEW CADILLAC TYPE 51.

Built to take seven passengers this car is handsomely upholstered and thoroughly up to date, presenting all the features associated with this well-known make.



GIVEN BY THE REFORM CLUB: A SUNBEAM MOTOR-AMBULANCE.

This ambulance was presented by members of the Reform Club to the British Red Cross Society and St. John Ambulance Association.



It is never too late to

stop a car that is equipped with Goodrich Safety Tread Tyres. However sudden the emergency, however critical the situation, these tyres provide you with the greatest possible measure of security and control. Whatever surfaces you are travelling, limestone or flint, macadam or granite or wood, town or country, those five tough rubber fingers are always "at grips" with the bed of the road.

Stopping or starting, they grip swerving or braking, they grip as no other tyres can grip.

There is an active "Safety First" principle in every inch of

GOODRICH

SAFETY TREAD TYRES

The Safety Track It Grips!

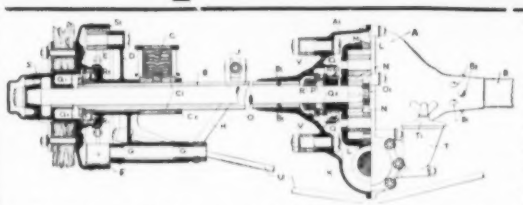
The tough rubber fingers of the Safety Tread take hold on the first symptom of a skid. They get right down to the bed of the road and *grip*. They make the brake effective because they stop the skid before it starts. The car is compelled to obey the will of the man at the wheel.

THE B.F. GOODRICH CO., LTD., 117-123, Golden Lane, London, E.C.

Send for Illustrated Catalogue giving the full story of the "Safety."

THE FAMOUS

12 h.p. ROVER COMPLETE £350



THE ROVER BACK AXLE.

It will be seen that the weight of the car is taken on the axle-casing itself through the Ball Bearings "Q1," so that the axle shafts have only to transmit the driving power. The Road Springs, "C," are attached to Spring Pads "C1," which are capable of axial movement on "B," so that every possible movement of the back axle is allowed for when driving over bad roads. The greasers on these spring pads should be frequently used.

The main drive is through a Worm, "K," driving the Worm Wheel, "L," and as the worm is situated underneath it will be seen that this gets full advantage of lubrication. The axle is lubricated through the Oiler "T," after removing the Lid "T1." This oiler is set at exactly the right height, so that too much lubricant cannot be inserted, hence there is no lubricant to leak out on to the brakes; while, in addition, Oil-retaining Washers are fitted at "R" and "R1."

Large-sized Greasers and Oil Cups are fitted where necessary on the Axle, and it is important to see that these are frequently used and kept well supplied with lubricant.

THE ROVER CO., Ltd., Meteor Works, Coventry;
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BEDFORD-BUICK MODELS:
British-built Coachwork.

15-18 h.p. Empress	£285
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BUICK MODELS:

15-18 h.p. 2-seater	£235
15-18 h.p. 5-seater	£245

SPECIAL FEATURES

Electric Self-starting & Lighting.
Graceful and Elegant Bodywork.
OVERHEAD VALVE ENGINE giving great hill-climbing power.
Strong, well-sprung chassis.

Complete with hood, adjustable wind screen, detachable rims and spare rim, 810 × 90 Michelin tyres (two square tread, two non-skid), six electric lamps, electric horn, speedometer, tyre carrier, jack, pump, tools. No extras.

GENERAL MOTORS (Europe) Ltd.,
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Telephone: Gerrard 9626 (3 lines). Telegrams: "Buickgen, London."

24

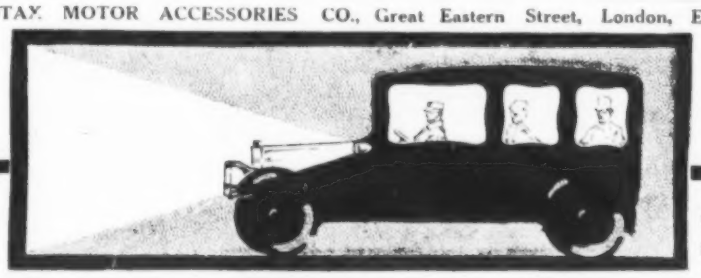
BRITISH **Rotax** MADE.

DYNAMO CAR LIGHTING and ELECTRIC STARTING SETS

Add to your Motoring pleasures and comforts by specifying one of these sets on your new car.

Let us send you details and Catalogues.

ROTAX MOTOR ACCESSORIES CO., Great Eastern Street, London, E.C.



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